

1991

WORLD WAITS LEADERSHIP OF U. S., SAYS WILSON

(Continued from Page 2)

every item of sovereignty which Germany would otherwise have enjoyed in Shantung province, and return it without restriction to China and that they would refrain in that province only the economic concessions such as other nations had elsewhere in China; though you do not hear anything about that and the railways, and mines which had become attached to the railways for operative purposes.

REFUSAL TO ACT WILL NOT ASSIST CHINA

But suppose, you say that is not enough. Very well, then, stay out of the treaty and how will that accomplish anything? England and France are bound and cannot escape their obligations. Are you going to stand by and let Japan and France and England to get Shantung back for China? That is an enterprise which does not commend itself to the present generation of men.

I am putting it in brutal terms, my fellow citizens, but that is the fact and by that we would accomplish nothing for China. On the contrary, we stay out of the only combination of counsels of nations in which we can be of service to China. With China a member of the League of Nations, Japan as a member of the League of Nations, and America as a member of the League of Nations, there confronts everyone of them that now famous article 10, by which every member of the league agrees to respect and preserve the territorial integrity and existing political independence of all the other member states. Do not let anybody persuade you that you can take that article out and have a peaceful world.

That cuts at the roots of the German war; that cuts at the roots of the outraged country of Belgium; that cuts at the roots of the outrage against France; that cuts at the roots of the outrage against Germany, and it cuts all other parts of the treaty. Every land-grabbing nation has served notice—keep on your own territory. Mind your own business; that territory belongs to these people and they care to do it what they please, provided they do not invade other people's rights by the use they make. So, my fellow citizens, the thing is going to be done whether we are in it or not. If we are in it, then we are going to be the determining factor in the development of civilization.

IF WE ARE OUT WE WILL SUSPECT ALL

If we are out of it, we ourselves are going to watch every other nation with suspicion and

"DO IT NOW, TODAY"

If your vacation this year has not renewed your strength and vigor as you had hoped, do not be discouraged. You are not the only one. The havoc of war has given many of us still. Others have given their systems a real uplift with Hood's Sarsaparilla. Refreshing, invigorating, creating an appetite, building digestion, perfecting assimilation, and stimulating the liver to a normal activity so that the blood and the system receive the nutrition that improves health and makes strength. One package of each medicine will probably be all you will need. This is a specialized treatment, and the combination is reasonably sure to reach your case and bring normal health. If it is in the power of any medicine to do it, begin now today.—Advertisement.

we will be justified, and we are going to be watched with suspicion. Every movement of made, every relationship of manufacture, every kind of raw material, every matter that affects or increases the industries of the world will be impeded by the consciousness that America wants to hold off and get something which she is not willing to share with the rest of mankind. I am painting the picture for you because I know it is intolerable to you as it is to me. But do not go away with the impression, I beg you, that I think there is any doubt about the issue. The only thing that can be accomplished is delay. The ultimate outcome will be the triumphant acceptance of the treaty and the league. And let me pay the tribute which it is only just that it should pay to some of the men who have been, I believe, misunderstood in this business.

It is only a handful of men, my fellow citizens, who are trying to defeat the treaty or to prevent the acceptance of the league. In official business and out, are scrutinizing it as it is perfectly legitimate that they should scrutinize it, to see if they should accept it in any way and my knowledge of their conscience, my knowledge of their bitter principles makes me say in one way or the other, that it is safely expressed in the best language known to the English dictionary and they are preparing not to qualify, but accept it as it is, because I have been a student of the English language all my life and I do not see a single obscure sentence in the whole document.

ADVISED BY FRENCH

Some gentlemen either have not read it or do not understand the English language. (Laughter.) Fortunately on the right hand page it is printed in English. On the left hand page it is printed in French. Now if they do not understand English I hope they will get a French dictionary and dig out the meaning on that side. French is a very precise language, more precise than the English language. I am told, I am not on a speaking acquaintance with it, but I am told that it is the most precise language in Europe and that any given phrase in French always means the same thing. That cannot be said of English.

So in order to satisfy themselves I hope these gentlemen will read the French version and then, reassured that there is no lurking monster in that document, that there are no sinister purposes, that everything is said in the frankest way.

For example, they have been very much worried at the phrase "that nothing in the document shall be taken as prejudicing in any way the sovereignty of the Monroe Doctrine." And they said, "why put in such 'regional understanding' as this?" That other understanding is this: "that other understanding is this: Have you got something up your sleeve? Is there going to be a Monroe Doctrine in Asia? Is there going to be a Monroe Doctrine in the east? Why, my fellow citizens, the phrase was written in perfect innocence. The man that I was associated with said it was not wise to put a specific thing that would only go to one nation in a document like this. We do not know of any other regional understanding like it. We never heard of any other. We never even heard of any other, but there might some day be some other and so we well say 'such

REGIONAL UNDERSTANDING AS THE MONROE DOCTRINE" EXTENDED TO UPHOLD MONROE DOCTRINE

And that phrase was intended to give light of way to the Monroe Doctrine in the western hemisphere. I reminded the committee on foreign relations of the Senate the other day that the conference I held with them was not the first conference I had held about the League of Nations. When I came back to this, our own dear country, in March last, I held a conference at the White House with the Senate committee on foreign relations, and they made various suggestions as to how the covenant should be altered in phraseology. I carried these suggestions back to Paris, and every one of them was accepted. I think that is a sufficient guarantee that no mischief was intended, and the whole document is of the same plain, practical, explicit sort, and it secures peace, my fellow citizens, in the only way in which peace can be secured.

I hope you will pardon me if I illustrate a very great thing with a very trivial thing.

I had two acquaintances who were very much addicted to profanity. Their friends were distressed about it. They might otherwise cultivate. So they induced them to agree that they never would swear inside of the corporate limits—that if they wanted to swear they would go out of town. And the first time the mission of anger came upon them they rather sheepishly got on a street car and went out of town to swear, and by the time they got out of town they did not want to swear. And that very thing illustrates the situation in my mind the value of discussion.

Let me remind you that every fighting nation in the world is going to belong to this league because we are going to belong to it. And all the fighting nations make this solemn engagement with each other—that they won't resort to war in any case or in any controversy until they have done one or the other of two things—until they have either submitted the question at issue to arbitration, in which case they promise to abide by the verdict whatever it may be; or if they do not want to submit it to arbitration, they submit it to the council by the council of the league.

Nevada County Picnic Set for September 9

The fourth annual reunion of former Nevada county residents will be held at Mosswood park, Tuesday, September 9. Several interesting features are planned. All former Nevada county citizens are requested to attend. Inasmuch as no provisions have been made for serving lunch at the park, everybody is requested to bring lunch. For members living in San Francisco to reach the park, take Key Route car to Portland and Broadway, E. B. Power is president of the organization and Charles S. Paine is secretary.

JAMAICA'S GINGER JAG

DAYTON, O., Sept. 6.—July first, where is the sting? Charles Shafer, Aetna, was before the police court for being intoxicated. "I started this jag with Jamaica ginger," said Shafer. "Your intoxication is worth consideration," commented the court, "so I will fine you \$5 and costs and remit the fine."

JAIL BELLE ASKS LOVE AND CANDY

LOS ANGELES, Sept. 6.—Frances Kennedy Harris, known as the "beautiful brunette" of the county jail, says she is suffering from a disease which she calls "loneliness." She said yesterday: "I am just lonesome for love of some kind friends and some candy or cake or other sweet things that other girls get when they are placed here."

"Most girls have relatives or friends close by and they get plenty of visits and plenty of good food," she cheerfully said. "Here I have been in the county jail for five months with a mother 2000 miles away and no friends close by to call on me or send me something that will cheer me up. It's hard to understand why all this exists, simply because I lived with a man I loved and whom they accuse of doing something wrong."

STAMP CHARGES

"I do not know why they have kept me here so long, or why they are keeping me now. The district attorney's office threatened and threatened me, but I do not know what in the world they have against me, as I never even knew about anything wrong. They say the government authorities might want to try me for having stolen postage stamps in my possession, but if I had been guilty of anything and had known that the stamps were stolen I would have removed them, wouldn't I?"

When Lewis E. Harris, convicted of robbing the First National Bank at Artesia, was arrested in a public hall in Denver, Frances Harris was arrested a short time later at her apartment there.

CHECKING SUITCASE

Harris, through a policeman, whom it is alleged he paid graft money, had a telephone message sent to the apartment to have a suitcase checked. This Frances Harris did. The stub of the check was left in her apartment. When the suitcase was located it contained elaborate burglary tools.

Frances Harris was subsequently charged with complicity in the robbery, but the district attorney's office will probably dismiss the complaint on the grounds of insufficient evidence. However, they are holding her in the county jail until September 2 to see if the federal authorities intend to prosecute charges against her.

The stamps found openly in the apartment of Harris and Mrs. Harris were identified during the trial as coming from the Artesia post office. Harris claims he bought them and Mrs. Harris says she knows nothing about them except that Harris had them.

Receiver May Take Over New Haven Road

NEW YORK, Sept. 6.—Litigation aiming at appointment of a receiver for the New York, New Haven and Hartford railroad was continued today when Judge Mack, of the United States District court, signed an order calling on the New Haven and its former directors to show cause why the court should not appoint a limited receiver for the road.

The hearing was set for next Thursday.

Order of Owls' Head is Sued for Libel

BRAZIL, Ind., Sept. 6.—John W. Talbot, South Bend, supreme president of the Order of Owls, was today in a libel suit for \$25,000 filed here today by Harry C. Little, former secretary of the now defunct Owls lodge of Brazil.

Little charged Talbot had damaged his reputation by making "scandalous and malicious attacks" on his character, by saying that he (Little) had defrauded a widow and orphan's fund out of \$11.

Illinois Society to Hold Entertainment

The Illinois Society of California will hold an entertainment and dance, open to the public on Monday evening, Sept. 8th, at Starr King Hall, Oakland, at 8:30 p. m. The program for the evening will consist of one number furnished by each object of the society. After the program, dancing will be indulged in.

All former residents of Illinois, and all the boys of the U. S. Navy are particularly invited to attend.

Courthouse 'Bombs' Prove Harmless

BOSTON, Sept. 6.—Women clerks and stenographers in the Central Court in Pemberton, N. J., were alarmed when on opening a window one of the girls noticed two objects in the window sill. Although the articles in question were not large they looked formidable, and after a hasty conference the girls decided that the two objects were no less than bombs, placed in black paper.

Calling a special policeman on duty in the courthouse, the girls immediately retreated to a safe distance, but the officer was quick to see that the articles were batteries which had been left there, perhaps by a chauffeur. He took them to police headquarters directly across the road, where it was found the batteries were "dead."

The Horton School

Clark and Palm Streets, Oakland. ESTABLISHED 1884. Will reopen September 15, 1919. A Day School with kindergarten, primary, grammar and high school departments. Boys admitted to lower grades. Accredited to California and Eastern colleges. Miss Sarah W. Horton, Principal. Residences: 8414 17th St., Oakland. Phone Oakland 2350.

MOTHERS:—

Spend these sunny summer days with your children on the warm sands at NEPTUNE BEACH. Alameda. Sheltered from cutting winds and burning sun. Open every evening till 11 o'clock. THE FAMILY AMUSEMENT RESORT.

QRS Player Rolls

Brillharts - 531-1331. Oakland.

FAIR HAS PRIZES ON PHOTOGRAPHY

MARTINEZ, Sept. 6.—Amateur photographers will have their prizes at the Contra Costa exposition which is to be held October 6 to 13, when they will compete for three prizes that have been offered by Mrs. Alice G. Whitbeck, the county librarian.

The library offers three prizes for pictures to be used in the exhibit at the Contra Costa exposition. First prize, a recent illustrated book on photography; second prize, an album; third prize, a squeegee. The conditions are: (1) Subject of picture, choice of following: (a) Exterior view of branch library building, (b) interior view of branch library building, (c) school picture (no restrictions except that school must be one belonging to county library).

(2) Pictures may be of any size. (3) Pictures must be unmounted. (4) Pictures must be mailed direct to county librarian, to reach Martinez on or before October 1.

(5) Pictures must have name and address of photographer and name of branch or school plainly written on reverse side.

(6) No pictures will be returned. (7) No limit is set on the number of pictures sent in by any one person.

FORMER SPRUCE CHIEF ON STAND

PORTLAND, Ore., Sept. 6.—The former head of the Pacific coast spruce production, General Bruce P. Disque, replying today to the criticisms of Chairman Fenn of the congressional investigating committee stated that only sheer necessity to avert labor troubles induced him to make the pay of soldiers working in the spruce camps equal to that of civilians laboring by their side; that the spruce logging road built in Clallam county, Washington, was not constructed in the interests of the Seims, Carey, Kerbaugh concerns, for the purpose of creating a monopoly, as had been alleged by Puget Sound lumbermen, but that the government had planned to operate the line in the interests of all lumbermen.

The construction of the big spruce mill at Toledo, Ore., effected a saving of \$3 on each 1000 feet of airplane material, amounting to \$1,800 a day, as compared to prices charged by Portland mills; he stated that the railroad built out from Laquima, Ore., north of Newport, toward the coast, was the only feasible method of reaching nearby spruce forests, and that logging roads cost more per mile because they had to be more substantially built than the ordinary railroad, even the transcontinental lines.

FLEET UNITES TWO BROTHERS LONG SEPARATED

After a separation of ten years, C. E. Nation, local insurance man, and his brother, Arley G. Nation, sailor with the Pacific fleet, were united here when the ships came in. Originally from Kentucky the local man left his native place in 1903, his brother, then a lad of 10, staying with their father. The younger man, joined the navy at the outbreak of war and saw active work in "strafing" the Hun on water. When the youth obtains his discharge in the early future, he will settle in Oakland, and complete his technical education. Nation resides at 5801 McCall street.

Premier Pays Big Tribute to Hoover

LONDON, Sept. 6.—Premier Lloyd George this afternoon paid this tribute to Herbert Hoover as the latter departed for America: "Your work on behalf of the allies was of inestimable value and has insured the lasting gratitude of Europe."

MARIE ISLAND NEEDS MEN.

The labor board for the Marie Island navy yard calls attention to the urgent need for laborers at that station. Full information may be obtained at the branch office of the labor board for Marie Island, room 406 Grant building, corner of Market and Seventh streets, San Francisco.

IMPROVEMENTS ON ISLAND PLANNED

VALLEJO, Sept. 6.—It is said on good authority that Secretary of the Navy Daniels, as well as the bureau chiefs who visited Marie Island this week, were more than pleased with the announcement that Sacramento river water could be obtained for use at the navy yard. The cost of installing the pipe line and filtration plant was placed at \$2,500,000 by Commander L. M. Cox, public works official, and from all accounts this scheme will be favored as it will not only supply Marie Island with Vallejo with all the water that is needed but the cost of operating the plant will be paid by the towns of Rio Vista, Suisun, Fairfield, Cordelia and Benicia, as well as the War Department as arrangements will be made to supply the Benicia arsenal with water.

Rear Admiral C. W. Parks, chief of the bureau of yards and docks, spent an hour or more on Thursday discussing the proposed plans for constructing the railroad spur that will join the navy yard with the tracks of the Southern Pacific company on the Vallejo side of the channel.

As a result of the visit of Commander J. C. Hilton, chief of the supplies and accounts department, to Marie Island this week, it is stated on good authority that he will recommend on his return to Washington that money be set aside at once for the erection of some badly needed storehouses at the north end of the government holdings.

Established over fifty years ago

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"THE HOUSE OF COURTESY"

OAKLAND

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SAN FRANCISCO

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The Regent - PALO ALTO

FIVE STORES welded into one huge buying power, working as a unit for the service of men.

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Hart Schaffner & Marx

STYLISH—ALL WOOL—GUARANTEED CLOTHES

Oakland, San Francisco, Berkeley, Fresno and Palo Alto

Everything in Shoes

OAKLAND—PHILADELPHIA SHOE CO.—SAN FRANCISCO

WOMEN'S BROWN SHOES

—FOR FALL

It is that enormous buying power of ours, combined with our forty year old system of small profits that make these very reasonable prices possible.

The prevailing color in women's footwear for Fall will be brown!

Already we have a splendid variety of modes and models.

LACE AND BUTTON STYLES

CUBAN AND FRENCH HEELS

BROWN KID Lace Shoes, as pictured, with cloth tops to match—military Cuban heels. **\$7.95**

also with high French heels.

ALL KO-KO BROWN KID Lace Shoes, with smartly perforated vamps, welted soles and choice of Cuban or high leather French heels. **\$9.95**

SUPER-QUALITY BROWN KID Button Shoes with Field Mouse Brown Kid tops, fancy smoked pearl buttons, with metal centers, long, slender, narrowing toes, close edge hand-welted soles, high leather French heels with aluminum plates. **\$11.45**

DOWNSTAIRS DEPARTMENT

3200 PAIRS WOMEN'S LOW SHOES

OXFORDS—PUMPS—COLONIALS

Over 30 styles to choose from. Short lines in high grades.

BROWN KID—PATENT COLT—BLACK KID AND CALF—AND TAN KID OXFORDS and PUMPS.

PATENT COLT—PATENT COLT—WHITE DUCK OXFORDS—WHITE KID PUMPS.

French and Cuban Heels. Plain and tipped toes—buckle trimmed and plain pumps.

VALUES TO **\$7.00** SPECIAL PRICE **\$2.98**

Not all sizes in every style, but your size in many styles.

STORE CLOSED TUESDAY

—Admission Day

525 FOURTEENTH ST. OAKLAND

825 MARKET STREET SAN FRANCISCO

CHARGE ACCOUNTS OPENED.

BILLION URGED FOR NATIONAL ROAD SYSTEM

The 3200-mile journey of the United States army transport train ended. The huge trucks are parked at the Presidio in San Francisco, where they went yesterday by ferry after reaching "The End of the Trail" in Oakland Friday afternoon.

Now, say motorists, highway experts and army officials, for the results.

This was no pleasure hunt, they declare. Back of it lay great issues.

Immediately for the government is the necessity for a military highway, and back of that the subject of roads for all the people, thousands of miles of turnpikes that will cross the continent, east and west, north and south, like the lines on a checkerboard.

Eleven of the officers with the convoy were war department staff observers.

ELEVEN REPORTS PROMISED. Each of these officers will send a report to Washington as soon as possible. While they do not discuss their reports in detail, they make no secret as to what they will recommend.

They are expected to urge immediately the paving and reinforcing of the Lincoln highway for full distance, to make it a military thoroughfare, stretching from coast to coast.

The route, it is said, is fully approved, but the convoy proved, as Colonel Charles W. McClure, the commander, said: "The road was not built to hold up under heavy army trucks."

Officers estimated it will take the expenditure of approximately \$45,000,000 to put the Lincoln highway in shape.

In addition to this, Dr. S. M. Johnson, who accompanied the convoy as official spokesman for the Lincoln Highway association, declared that the trip of the transport train is the pivot on which hinges the greatest road building program in all history.

He is urging all the great cities of the west to send word to Washington at once approving the Thompson bill now before congress from \$435,000,000 to \$1,000,000,000, for the construction of federal highways.

AIRMAN WITH THE TRAIN. Captain Earl G. Harper is the air force observer with the transport train. In addition to the aviation questions which he has studied along the way, he has given special attention to the road building program, for he is also a road construction expert.

For several years, Captain Harper was in the California highway engineer's office at Sacramento, and became superintendent of construction. He is still a young man, just emerging from the twenties, and extremely interested in the good road movement.

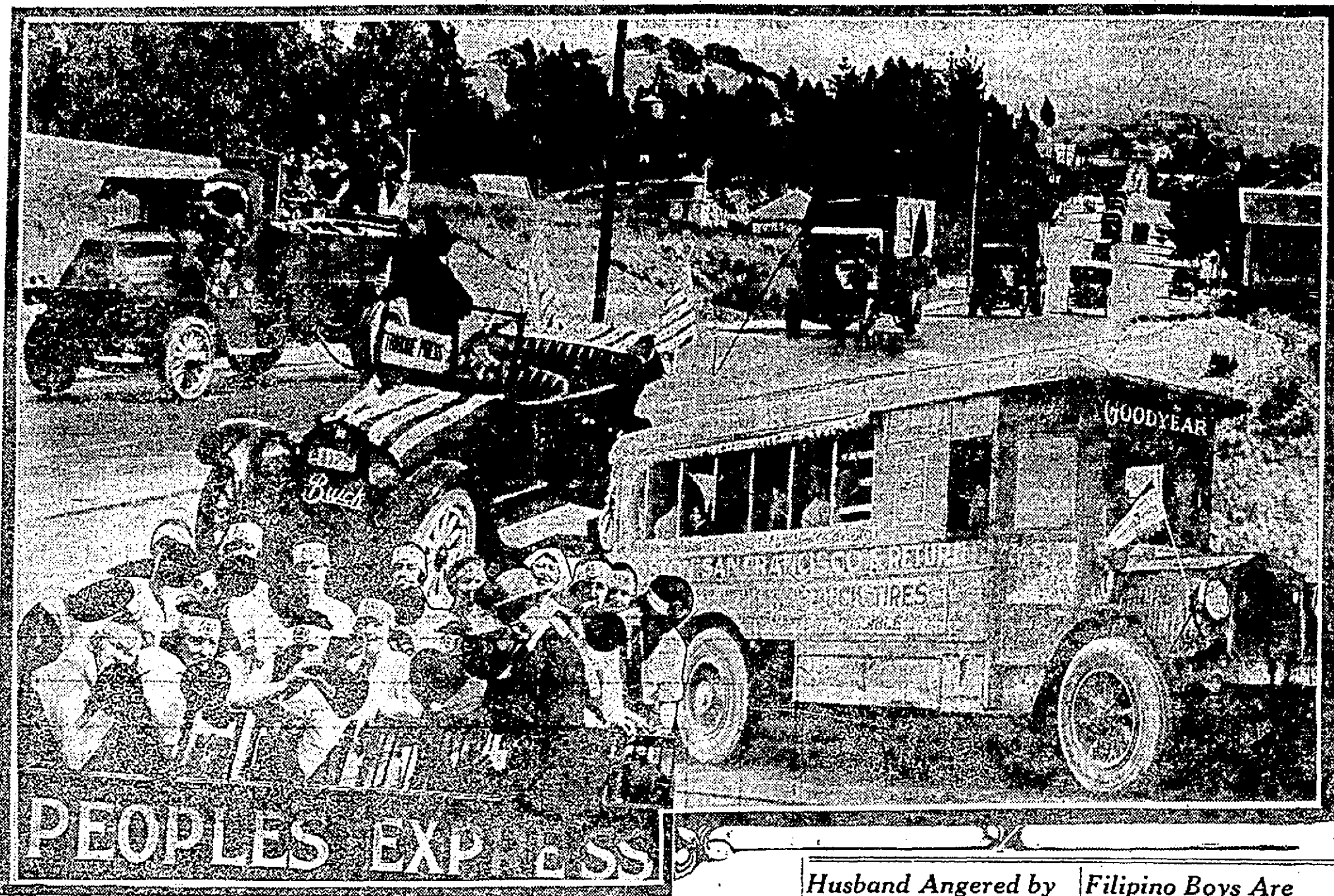
"East of the Mississippi, the roads are in good shape, paved and able to hold up practically all the way," said Captain Harper while in Oakland.

"Across Nebraska, Wyoming, Utah and Nevada, however, it will be necessary to pave almost the entire way. In Nebraska and Utah there are a few miles of paved roadway on the Lincoln highway, but in Wyoming and Nevada there is none."

"One of the problems that we studied along the way was the availability of road-making material. On the track across the Nevada desert, we observed that the hills not far away on either side contain abundant material, so that the cost of paving across the desert would not be excessive."

ESTIMATE OF COST. "Say that the pavement would

These pictures show some of the incidents consequent upon the arrival in Oakland of the Army Motor Corps fleet that finished here a transcontinental voyage. At the top is shown the fleet just coming out of Hayward. At the left below is The TRIBUNE-Buick Press car, and beneath that, a truck load of War Camp Community young women. The lower right is the big truck that carried the Goodyear Band.



PEOPLES EXPRESS

cost \$20,000 a mile—though it might cost a little more—and taking the distance to be paved as 1500 miles, then the cost would be \$45,000,000."

Dr. Johnson declared that the motor convoy trip had called the attention of the public to the desirability of good roads for military and domestic purposes.

"Our program calls for five transcontinental highways east and west and seven north and south," he said. "We are urging that the government should appropriate \$1,000,000,000 for this purpose. On this coast the terminals would be San Francisco Bay, Los Angeles, San Diego, Portland and Seattle. On the Atlantic coast, they would be Boston, New York, Washington, Savannah and Jacksonville. In the Mississippi valley, the highways would have as their central points, St. Joseph, Chicago, Memphis, Vicksburg and New Orleans."

"Take a zone ten miles wide along the Lincoln highway and it will be found that there are 11,000,000 persons living there or one-ninth of the nation's population. That shows very clearly the importance of that highway."

STATES TO BUILD LATERALS. "In addition to the main highway, the government would appropriate the states, relieved of the cost of con-

Transport Train to Be Seen in Films

The excitement on Broadway when the United States Army Motor Transport convoy, the first motor convoy to cross the continent, is shown in The TRIBUNE-Kinema Weekly at the Kinema theater today.

The greetings extended by the city authorities and the victory girls of the war camp community service, are all included in the picture.

The reception tendered Secretary Daniels in the Eastbay city, his trips to local points of interest, Skyline boulevard, and the proposed naval base site in Alameda is also a part of the weekly.

"Some of them made good and a few of them didn't hold up," said Captain Harper.

Other staff observers with the convoy were: Major John C. Gray, Cavalry; Colonel William Carpenter, Field artillery; Colonel Ralph T. McT. Pennell, Lieutenant Colonel Whitman B. Conolly and Lieutenant Colonel Dierris V. Kleffer, Infantry; Lieutenant Colonel Dwight D. Eisenhower and Major Serene E. Brett, Motor transport corps; Colonel Francis H. Pope, Ordnance; First Lieutenant E. R. Jackson.

Husband Angered by Other Man's Picture

Henry Kilby complains in his suit for divorce from Julia Kilby that she became infatuated with a man named "Al" and kept his picture on her dresser. She told him, he says, that all she wanted from a husband is spending money.

Mrs. Gladys W. Van Sander charges desertion in her suit against Harry E. Van Sander. The complaint of Haven K. Gray against Shirley G. Gray is on the secret list.

Filipino Boys Are Students of Spanish

Unusual interest is being shown in the study of Spanish in the Technical Continuation school, Forty-second and Broadway, where both afternoon and evening classes have resumed, free of cost to the public.

Classes this year will be held each evening except Saturday and Sunday. Keen interest is also being shown in the afternoon classes Monday and Wednesday. Among the students at Technical are three Filipino boys, who desire to perfect their grammar and their general knowledge of the language.

Placerites to Hold Reunion on Sept. 9

The third annual reunion of residents of Placer county will be held at Mosswood Park, Broadway near Thirty-seventh street, Sunday, September 14. All Placerites and former residents of Placer county are invited to attend. Chris Runkle is president of the organization. G. E. Mitchell is secretary.

QRS Playroll Drills 5:15-5:30

Oakland

DON'T BE MISLED

Announcement!

GALLENKAMP'S have moved to their new location at 747 Market Street, opposite Grant Avenue, San Francisco. This will make three large exclusive GALLENKAMP'S Men's Low Rent Shoe Stores.

Our policy is to give good men's shoes at small profit, at a saving to you of \$1.50 to \$2.50 a pair, made possible by LOW RENT.



THE RENT OF THE STORE WE OCCUPIED AT 1330 WASHINGTON STREET HAS BEEN RAISED TO SUCH A FIGURE THAT WE DID NOT FEEL THAT WE COULD STILL GIVE OUR PATRONS THE SAME SHOE VALUES AND CONTINUE IN BUSINESS. CONSEQUENTLY WE HAVE GIVEN UP THE LOCATION AT 1330 WASHINGTON STREET.

We expect to reopen in Oakland in about 60 days. Watch for opening.

In the meantime our large stores at

702 MARKET
Corner Kearny
(Upstairs)

731 MARKET
Bancroft Building
(Downstairs)

747 MARKET
Opp. Grant Avenue
(Downstairs)

will give you Men's Shoes at a saving of \$1.50 to \$2.50 a pair

GALLENKAMP'S
LOW RENT SHOE STORE
SAN FRANCISCO

ARGONNE HERO IS PILOT OF CARAVAN

The transcontinental motor train had in its personnel a goodly share of men who saw some of the hardest fighting in France. Among these was Major Sydney Cooper, well known in automobile manufacturing circles in Detroit, who was the official pilot of the motor caravan in its long journey across the continent.

Major Cooper was severely wounded while in command of a supply train in the Argonne sector. The entire train and every man attached to it with the exception of Major Cooper were wiped out by German shell fire. Major Cooper, escaping death but sustaining severe wounds.

It was the job of S. C. Purser of Alameda to Purser, local automobile distributors, to entertain Major Cooper upon his arrival here. That he was entertained royally in the way a hero should be entertained will be taken for granted by those who know Purser and his ability as an entertainer, whether it be on a fishing or hunting trip to the mountains or one of those hectic parties that would make a Broadway chorus girl turn pale.

This is Major Cooper's first trip to the Pacific coast and he says he was not disappointed to find it to be a "real place."

CHAPLAIN TO SPEAK

ALAMEDA, Sept. 6.—Lieutenant A. Lash, chaplain of the Dreadnaught, will speak at the First Christian church tomorrow night at 8 o'clock. Chaplain Lash has been with the Mississippi ever since the dreadnaught was launched. His address is expected to attract a large audience.

TRIBUNE JUVENILE NUMBERS PRAISED

The American Junior club gave its third monthly entertainment, in the Commons club house, 546 Lakeshore boulevard, last Friday evening under the direction of Josephine Swan White, Rosalie Harrison, May Groop and Mrs. H. L. Krick.

The feature numbers of the evening, that especially the audience of sailors, members of the senior talent organizations and friends were those contributed by the Oakland TRIBUNE Juveniles under the direction of F. B. Swabey, and Messrs. Bond and Teepie. The charitable dances of Doris and Elaine Bond in four symbolic portrayals of the "Death of the Swan," "The Egyptian Dance," "The Firefly," and "Musical Movements," was received with enthusiasm. The "hit" of the program was the recitation and two encores of Little Betty Jane Teepie. The TRIBUNE favorite who admits she is four years old.

Piano numbers by Lena Patsin and Thelma Baudé were well given and the rendering of the "Liebestraum" by Master Irving Krick on a piano solo by Leora Kibbe showed rare talent. Maxine Siebrecht gave two "Cantillations," and Miss "Frustrated" Brady recited "Our Creed." Master Adolph Siebrecht, who has been entertaining the soldiers and sailors during the war period, gave two of his "Dad" numbers.

The closing number of the Junior program was given by Loyal Crisp. Josephine Swan White gave a cantillation dedicated to the score of more of her fleet, sailors present. "My Ships at Sea," and Miss Harrison sang "Rose of My Heart." Irma D. Hughes recited "Little Brother's Troubles."

MONDAY to WEDNESDAY

At Our New Home
1812 San Pablo Ave.
NEAR 18TH

PACIFIC SALES CO.
CALIFORNIA'S LARGEST
RECORD STORE

CRYSTAL White Soap 4 1/2 bar
LIMIT FOUR BARS PER CUSTOMER

SECO Milk can 12 1/2c | **Blue Bird 4 1/2c**
Matches

Candy!
A large assortment of mixed jelly beans, peppermints, fudge, gum drops, etc., on sale at
25c lb.

GUM
W. R. GILBERT'S
A. D. & S. B. MANS. HONOLULU
3 pkgs. 10c

HERSHEY'S MILK OR NUT Chocolate 5c

Children's Shoes
Black Kid button and brogue with cloth top, on sale at
99c

Boys' Shoes
Gummed sole or blucher; sizes 9 to 13 1/2. On sale at
\$1.69

Men's Work Shoes
Fadedcott Johnson solid leather shoes, all sizes, on sale at
\$2.99

12 1/2c Curly Hospital Gauze
yard wide, on sale at
6c

85c Women's Silk Hose
Ant. colors, best quality, fiber silk, all sizes
39c

Irondale Gingham
Standard quality, attractive patterns, on sale at, per yard
19c

Men's Blue Bib Overalls
Heavy denim, full cut, neat, sizes
\$1.39

MEN'S GENUINE President Suspenders
39c

Men's Sweaters
Heavy knit sweaters, cool style, V-neck, neat, sizes, sell at
99c

85c Women's Silk Hose
Ant. colors, best quality, fiber silk, all sizes
39c

25c Curly Hospital Gauze
yard wide, on sale at
6c

25c Curly Hospital Gauze
yard wide, on sale at
6c

25c Curly Hospital Gauze
yard wide, on sale at
6c

OWL CIGARS
5c

VELVET TOBACCO
11c

44 CIGARS
6 for 25c

Furniture Bargains
Upstairs

25c LIQUID VINEER
19c

Gold Band CUP and SAUCER set
17c

\$2.25 WINDOW SHADES, genuine Hartshorn roller
89c

GENUINE FEATHER PILLOWS
Full size; covered with art ticking on sale at
99c

WINTER FURS at SUMMER PRICES

If you have been denied a Fur Coat for many years and have secretly cherished a longing for one, you will find there is little difference in price between furs and fine cloth suits this season.

We made large purchases early, anticipating the advance in fur prices, and can offer many Furs at below the present market price.

The Furs we have are the models that will be in vogue this coming fall and winter, and unusually low prices are quoted. The very latest designs in

Coats—Coatees
Stoles—Capes

In Fox Kolinsky, Mink and Skunk
Expert Remodeling at Moderate Charges

San Francisco Furriers
The Dependable Fur Store

1528 San Pablo Ave.,
Oakland

Three Doors From Kahn's
Phone Lakeside 1321



PERSHING LEFT IN BORROWED SUIT SECRETLY

NEW YORK, Sept. 6.—How General Pershing slipped out of this country in a borrowed suit of clothes several sizes too small, to avoid news of his departure from reaching the enemy, was revealed here today.

When the general was ordered to Europe he booked passage on the White Star liner *Baltic*, but his name printed on his baggage resulted in a leak, and at the last moment the American officer resorted to strategic methods.

While crowds were filling the streets about the White Star pier to get a glimpse of the famous soldier, General Pershing borrowed a civilian suit from a friend and, accompanied by a field clerk, boarded a tug. The *Baltic* was lying near quarantine and the commander, a curious figure in a suit with sleeves and legs far too short, clambered on board.

General John J. Pershing probably will set foot upon American soil at 10 o'clock next Monday morning. Wireless advices reaching here from the Levantian today said that the big liner is on time and will arrive off New York harbor at 4 o'clock on Monday morning. Plans for General Pershing's reception here are being forwarded swiftly. Wives, mothers, sisters and sweethearts of American soldiers are going to have a chance to join in the greeting to General Pershing.

Miss Elsie Janis, the actress, who got nearer to the front than any other woman while entertaining doughboys in France, today appealed to all American women who wish to "welcome" General Pershing to send telegrams of felicitation to the commander in chief of her at Phillips Manor, Tarrytown, and she will guarantee that they come to the general's personal attention.

A radio from the transport *Leviathan*, bearing Gen. Pershing home, reported today that she would arrive off Ambrose Light at 4 o'clock Monday morning and under favorable conditions would dock at Pier 4, Hoboken, at 5 o'clock.

QRS Player Rolls
Brillharts 531-133
Oakland

"Stenogs" Make Pile in Oil Strike Gusher Strike Sends Stock Soaring

By Universal Service.
CHICAGO, Sept. 6.—Somewhere a factory whistle tooted noon. Three hundred typists at Armour Co.'s stockyards offices lightly dabbed 300 noses. Then they opened their meshbags and simultaneously drew forth sheafs of beautifully engraved certificates.

At neighboring desks a like number of male clerks closed their books and cautiously fingered their inside pockets, which bulged with more of the precious documents.

Behind doors marked "private" officials waited until they were sure nobody was looking, then peeked raptnously into drawers loaded with 'em.

Across each certificate was engraved "The Lucky Thirteen Oil Company." The stockholders were busy preparing to open the market.

At one minute past 12 the officials, stenographers and clerks were engaged in merry warfare. Shares of the Lucky Thirteen were quoted at anywhere from \$50 to \$100, and were snapped up at the same prices. Bids fluctuated like a crepe de chine in a second's time.

THOUGHTS FAR FROM FOOD.
Lunch? Gosh, no! This was finance, fierce and frenzied. The trading reached a serious crescendo when the whistle shrieked 1 o'clock. Instantly the voices of the speculators became hushed. A few feminine bids continued, but died away under the approving eyes of department heads.

Now, the history of the Lucky Thirteen Oil company and the noon-day scramble was something like this:

About a year ago Fred Tennant, an Armour employee, was sent from Chicago to manage the company's interests at Dallas, Tex. At that time the Texas oil fields were booming and the enterprising Mr. Tennant began to look around. Selecting some likely acreage, he wired a fellow employee he could get an option. The office force chirped in, and William Hathaway, a department head, told Tennant to grab the option. Nearly 700 of the office force subscribed, at \$10 a share.

NEWS LIKE A BOMB.
Well, things went along for a while. Then Fred wired he had struck a gusher, and instructed his former associates to hold their hats. The message was a little late in arriving, but when it came Armour & Co. almost shut down with excitement.

A nervous hunt began for stock certificates mixed up with the moth balls in the family trunks.

On the day of the announcement

the stock jumped from \$10 to anything up to \$100, although office quotations are nearer \$40.

And if it doesn't quit going up there is a possibility that Mr. Armour's office force might turn around and buy his place.

Indiana Mayor's Son Check 'Artist,' Charge
LOS ANGELES, Sept. 6.—Joseph William Riley, who says his father is mayor of Hammond, Ind., was brought to the county jail today charged with passing a long series of worthless checks in numerous western cities.

Authorities were unable to say how much the alleged transactions would total.

Several New Mexico towns, Santa Cruz, Long Beach, Venice and Los Angeles are among the cities in which it is charged Riley operated. Deputy sheriffs say he has confessed.

BEAUTY FIRST IN SHOES OF SERBIA

BELGRADE, Sept. 2.—Anything that will keep the feet from the ground is considered a shoe in Serbia. In the remote rural districts of the country it is said that many of the people live and die without owning a pair of shoes. In the bitterest weather they travel through mud and snow without adequate foot covering. They consider themselves fortunate if they can secure old gunnysacks or heavy cloth, which they tie about their feet with twine in winter.

The first American-made shoes that were distributed by the American Red Cross created a tremendous stir among the people of the distant villages. One old woman who had never owned a pair before took the shoes that had been given to her to her home and put them on a shelf above the fireplace. She was as pleased as a child to own them, but nothing could induce her to wear them. She said that she intended to save them for fete, or perhaps for her burial. They were "much too beautiful to be worn," she said.

KITCHEN RANGE, PIANO, LEFT AS BRITONS TRAVEL

LONDON, Sept. 6.—You know, Friend Reader, the old wheeze about how an Englishman encumbers himself when he travels: Portable "bawth," shawl straps, golf clubs and what-not.

Well, I always thought that an exaggeration until I happened to be on the platform of Paddington Station today when the rush for the week-end holidays was on and watched the scramble for the train that was to go to Wales—the popular mid-summer pleasure ground over in this part of the world. Honestly, it was a marvel! Here is what one family, composed of papa, mama, two small girls and a lad in knickerbockers, took with them: Four bicycles, 6 bags and suitcases, 3 tennis-rackets, 1 cricket bat and the posts that go with that vivid game, 2 bags of golf clubs, 2 bundles of rugs, 2 modest yachts. And I heard papa telling the porter that three trunks already had gone out on the first section.

Rumania Forces Are Evacuating Budapest
LONDON, Sept. 6.—Rumanian forces have begun to evacuate Budapest, a Paris despatch to the Daily Mail reported today.

JEALOUSY LANDS TOOTH OF GOLD

TOLEDO, O., Sept. 6.—Trials of a toothpulled in a harem were described here by Dr. A. S. Hungerford of Teheran, Persia, who visited Toledo on his way back to the Pacific Coast.

Fourteen years as the royal dentist for his majesty, the Shah of Persia, who has a nifty harem in his palace, has convinced the dentist that life with a surplus of beautiful spouses does not have all the traditional joys.

One of the doctor's first duties in the Shah's palace was to pull a tooth for a member of the harem. When the dentist finished her beauty had been enhanced by a brilliantly flashing gold blousped. Such jealousy did this addition to her beauty strike in the hearts of the harem, that forthwith they all went salivating and sobbing to the Shah, charging him with partiality. His majesty got out of the difficulty by ordering a gold tooth for each of them, but to even matters up ordered three United States molars for himself.

JAPAN EAGER FOR U.S. HELP TO WIN TRADE

WASHINGTON, Sept. 6.—Japan's desire for the extension of American finances in the development of Chinese resources is shown in a translation from the Japanese magazine "Jettaiyo Nosenkai" (The Industrial World) which reached official circles in Washington today.

"Compared with Europe," the article states, "our Japanese goods are not yet high priced and there is no reason why they cannot compete with the goods of other countries." To compete in the Far East with the goods made in ordinarily high-priced America should truly be an easy matter.

"Therefore it appears clear as light that by increasing the wealth of China and Siberia, their purchasing power is increased and that in turn means increased profit for our country."

Angry Bull Shoves Car From Tracks

BEAVER FALLS, Pa., Sept. 2.—How a bull knocked an interurban street car off the tracks is told by witnesses here.

The animal stood in the center of the track as the car approached and refused to budge. Efforts to get the animal to one side only enraged it. It dove into the car and derailed it. There were six passengers aboard, one of whom was slightly hurt.

13¢
a loaf
Perfection Bread
No profiteering at the price—and the best materials money can buy.
Order from your dealer today

Public Confidence

Just as it is CONFIDENCE that makes the individual just so is it confidence that makes for commercial greatness.

The Dr. R. C. Anderson Dependable Dental System was conceived and founded upon the belief that the confidence of the people of this community would be its greatest asset.

To our earnest desire to merit this confidence, we dedicate our entire organization, our skill our sincerity of purpose, our twenty-three years of honest endeavor.

Our X-Ray Eliminates All Guess Work

We assure you that you cannot buy better dentistry than you obtain in our office. You can't possibly secure a dental guarantee that has as much back of it as an Anderson Dependable Dental Guarantee.

Our prices are one-half what others ask, who can approach the high standard of Anderson Dependable Dental Quality.

Open Daily Until 6:30 P. M.

DR. R. C. ANDERSON
System of Dependable Dentistry
484 12TH STREET
Corner Washington
OAKLAND
964 Market Street, San Francisco

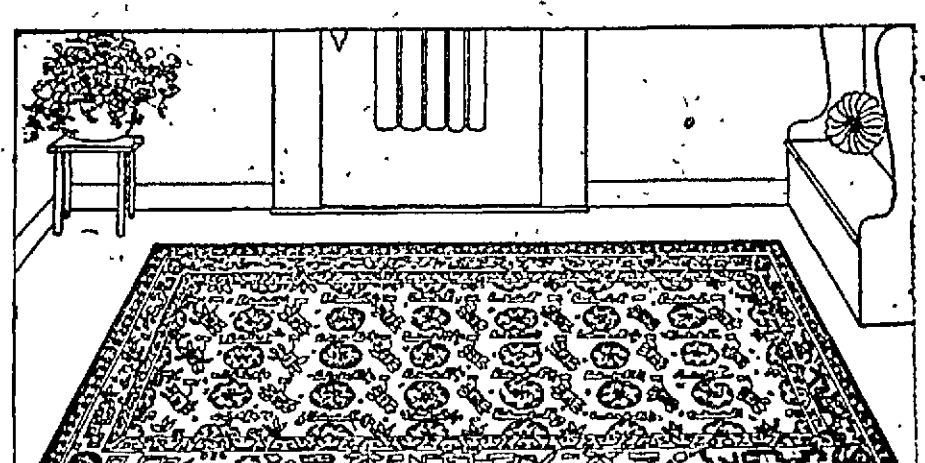
Jackson's
THE ONE PRICE STORE—WHETHER CASH OR CREDIT
Telephone Oakland 482

You can buy on credit at Jackson's as low, if not lower, than you will have to pay anywhere for all cash.

Jackson's will pay the freight to any point in California on all goods purchased—on credit as well as cash sales.

Jackson's Exchange Department is operated solely for your convenience. While we do not buy second-hand furniture, we will take in exchange as part payment for new anything that is salable (except bedding, mattresses and children's goods), and allow you a fair price.

We send out and make the allowance after the new has been selected at the store. Ask any of our salesmen about it.



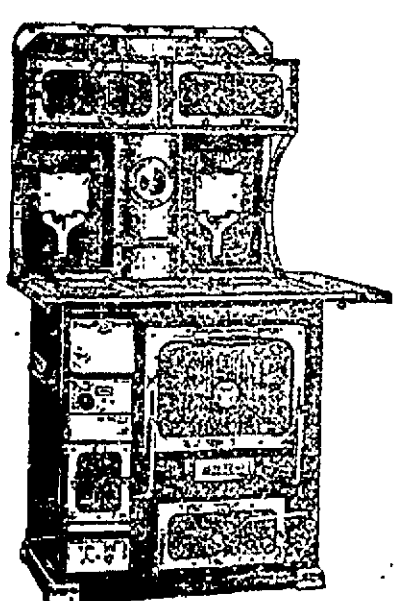
Congoleum 'Gold Seal' art rugs—9x12 ft. sizes
Fully guaranteed—variety of good patterns
17.75 each
Illustrating one of a large selection of designs and color combinations—carpet patterns in blues, tans, greens and grays.
Fully guaranteed—will lay flat on the floor, are water proof and will not crack. Will give excellent wear.
2.00 month
2.00 down

Large selection of patterns in other sizes—easy terms
9 x 10.6.....16.50; 2.00 down—2.00 month—Variety of patterns
9 x 9.....11.00; 1.50 down—1.50 month—Variety of patterns
7.6 x 9.....11.75; 1.25 down—1.25 month—Variety of patterns
6 x 9.....9.75; 1.00 down—1.00 month—Variety of patterns

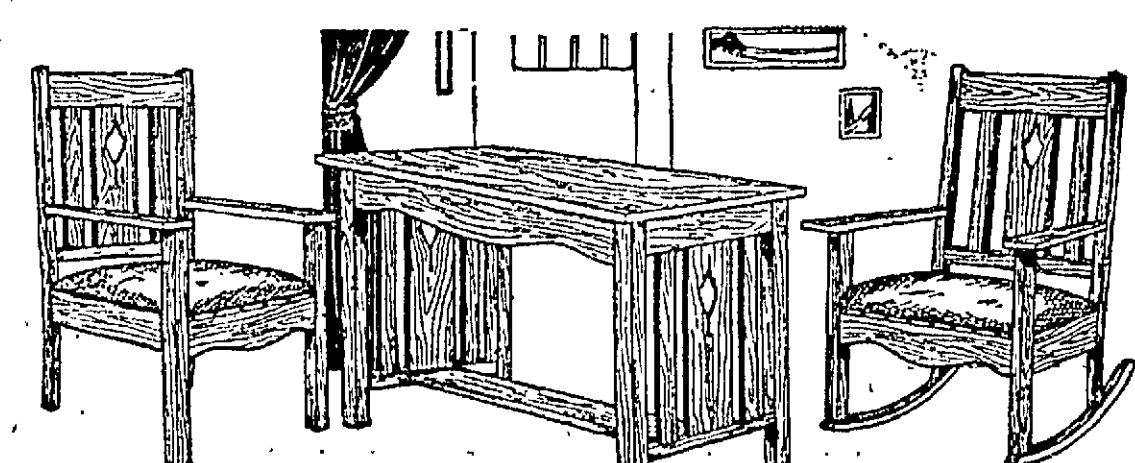
Our drapery experts will call at your home—submit samples and estimates.
Telephone Oakland 482. Drapery Section, and we will send out a man to your home with samples of the new fabrics. He will be pleased to give suggestions and submit estimates.

We take your general decorative idea and work it out, finished and complete. The new materials are unusually attractive and, considering the quality, reasonably priced.

Sold on our usual easy payment plan



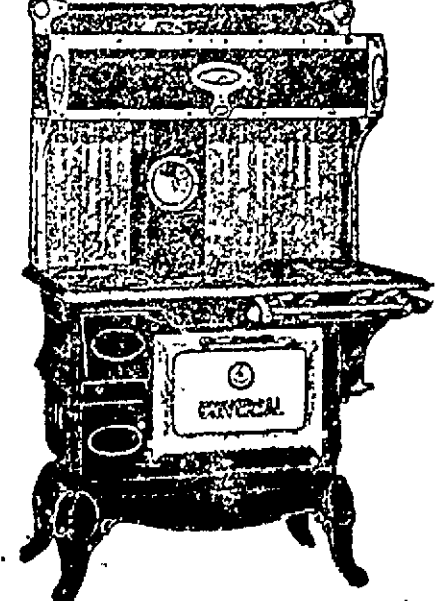
Monarch
The 'Stay Satisfactory' Range
Terms
10.00 down and 10.00 month places in your home any Monarch Malleable we sell, set up complete, including hot water connections.
A 5-year guarantee in writing—to replace, without charge, the fire box or any part of the Monarch Range that cracks, warps or burns out, within a period of five years from the date of your purchase.
You can trade in your old stove in part payment on a new Monarch Malleable Range—will allow you a fair price.



Living room set in oak, properly fumed—serviceable furniture for every-day use.
25.00
Plain and substantial chair and rocker, have spring upholstered seats covered with "Spanish Imperial," a good substitute for leather. Table is of liberal size and well-built. Exactly as illustrated—shown assembled on main floor.
2.50 down
2.50 month

See our special three-room outfit—shown assembled on second floor.
298.45
Includes linoleum and rugs for the floors. Good substantial furniture—the kind any thrifty housewife will appreciate. Shown assembled, complete, on second floor.
30.00 down
6.00 week

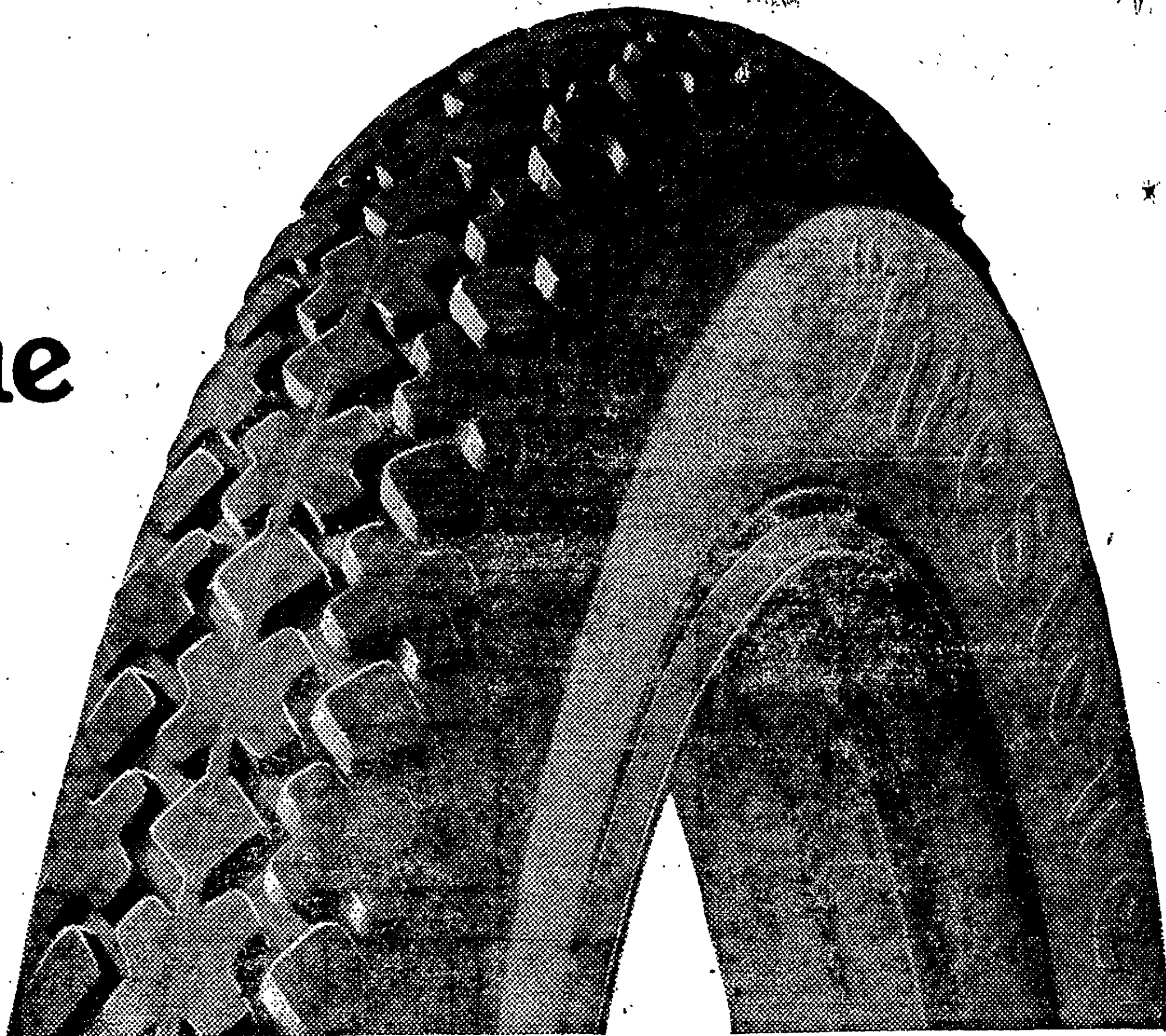
Four-piece Aluminum set—as illustrated
4.75 1.00 down
1.00 month
Special Monday and Tuesday
Medium grade of pure aluminum—set consists of a 3 1/2-quart hip saucepan, a 1 1/2-quart double cooker, a 1 1/2-quart percolator, and a 4-quart covered sauce pan.
Sold in sets only. No telephone or C. O. D. orders. Variety store, basement.



Universal Combination Range
A twist of the wrist changes from coal to gas
Burns coal or wood, and gas—both at the same time, when wanted. No parts to change for different fuels. Just turn the lever and everything is ready. Compact—fits small spaces. Gives service of two ranges at price of one.
For beauty and attractiveness the Universal Range cannot be surpassed. Water-back attachment extra.
140.00 20.00 down
12.00 month

DIGNIFIED CREDIT JACKSON'S
COMPLETE HOUSE FURNISHING DEPARTMENT STORE
CLAY ST. bet 13th & 14th OAKLAND

Why Firestone gives much more in this Cord Tire



THE dealers say there is no argument—the Firestone Cord, compared side by side with any other, sells itself.

No wonder. It is so much bigger. It is built to the largest standard oversize of the industry. For example—

It has much greater air capacity than the average.

It contains much more material than the average.

And it delivers extra mileage in proportion.

The thicker, heavier tread that looks and feels the part of its extra mileage is another reason why it sells itself.

So if you are not "in the know" about the mileage Firestone Cords are giving, don't buy another tire until you find out.

They are built like the Firestone Giant Cord Tire for trucks, only more supple; more resilient, tensioned exactly to the character of the car that their size is intended for.

This Cord is not only the largest standard oversize, but it has a thicker, heavier non-skid tread, good for thousands of extra miles of travel.

And that tread is as good as it looks from the standpoint of preventing skid, slide or spinning of wheels. It has a tractive power never before equalled in a rubber tread, yet it has no inclosed hollows or suction features to be a drag on speed or a drain on power.

The cords are treated and the tire is built by the same methods used in the Firestone Giant Cord. And this Giant Cord is one of the reasons why over half the truck tonnage of America is carried on Firestones.

That indicates what Firestone has done for Cord Tires.

The buying of tires for trucks is a cold-blooded business proposition. Mileage must be the answer. And Firestone gets the business.

Business men who operate trucks have Firestones on their passenger cars. Profit by the experience of those who make a business of buying tires.

Firestone has built an organization that is known as the dynamo of the industry.

Firestone has done the things that attract the men who think, and a Firestone man is so situated that he thinks clearly and intensively on the job. He is getting more out of life than the average man, his future is more assured.

Over 90% of the Firestone workers own stock in the Company. Firestone men have homes of their own in Firestone Park. There is a Firestone insurance fund, a Firestone bank, a Firestone clubhouse.

These are reasons why Firestone gives more.

Firestone men have established themselves in Singapore to buy rubber at a saving for you. They established a fabric mill to save more for you. They built a separate factory and designed special machinery for it to make a big saving for users of 3½-inch tires—enabling the main plant to concentrate on this new standard oversize Cord Tire.

Get the benefit of this Firestone man power and Firestone resources. Ask your dealer for Firestones—he has the size and type you want.

This is the
Firestone
Year

COVENANT CLUB DANCE THURSDAY

Thursday evening, September 11, the Covenant Club of Temple Sinai will give the first dance of the fall season.

With the return to the city of many members who were absent from the summer meetings, it is anticipated that this informal evening will bring old and new friends and members together to enjoy the "get-together spirit," which is a particular aim of the club, as well as to create a feeling among the members to do and to take part in something worth while in the community.

The musical and literary programs will be continued during the coming year for all who appreciate something with educational value.

The president, Miss Hirsch, and the committee want the help of all interested and extend a most cordial invitation to enjoy the evening in Covenant hall.

He Put Razor Under Pillow, Wife Charges

Mrs. Joanna McLaughlin, 30 years old and mother of six children, won an interlocutory decree of divorce in Judge E. C. Robinson's court yesterday from Edwin McLaughlin. The plaintiff testified that she left her husband the morning following his threat to kill her. She said he placed a razor under his pillow and told her he would kill her while she slept. He is a lumber man of Ontario. Following the separation she came to California and established her home in Oakland.

Judge Robinson granted a decree of divorce to Mrs. May Edwards against William Edwards, whom she said, came home intoxicated late at night, compelled her to get up and dress and then threw her out of the house and locked her in the garage. Following the separation she came to California and established her home in Oakland.

Piedmont Burglar Suspects Are Held

Henry Lieberman and Al Cascale, the two burglar suspects captured last Saturday by William Edwards, Matheson of Piedmont, after a revolver chase through the Piedmont hills and among Piedmont's fashionable residences, were held to answer yesterday by Judge E. C. Robinson in the Piedmont justice's court on charges of burglary.

More than \$10,000 worth of loot, the proceeds of a number of burglaries, were taken from the two men. They are held in the county jail in lieu of \$4000 bail each.

Admission Day Will Draw Throng Many Features for Big Celebration

(Continued from Page 1-A)

El Dorado Parlor No. 52, N. S. Band
FOURTH DIVISION
Marshal—Thomas F. Flinn
Aides—George A. Duddy, Thomas T. Code

Rincon Parlor No. 72, N. S. Band
Gabrielle Parlor No. 139, N. S. D. Band
Freida Parlor No. 137, N. S. D. Band
Los Lomas Parlor No. 72, N. S. D. Band
Colusa Parlor No. 69, N. S. D. Band
Santa Cruz Parlor No. 90, N. S. D. Band
Niantle Parlor No. 105, N. S. D. Band
Glen Ellen Parlor No. 102, N. S. D. Band
Sabastopol Parlor No. 143, N. S. D. Band

FIFTH DIVISION
Marshal—William B. Manning
Aides—James Dignam, J. E. Mulgrew, Ernest Royce, George Phillips, William Crosby

Band and Drum Corps
Piedmont Parlor No. 120, N. S. D. Band
Piedmont Parlor No. 87, N. S. D. Band
Oakland Parlor No. 50, N. S. D. Band
Athens Parlor No. 195, N. S. D. Band
Aloha Parlor No. 146, N. S. D. Band
Haleyon Parlor No. 140, N. S. D. Band

SIXTH DIVISION
Marshal—James G. Conlan
Aides—L. Lindeman, Henry Picard

Stanford Parlor No. 76, N. S. D. Band
Yorba Buena Parlor No. 84, N. S. D. Band
Bay City Parlor No. 104, N. S. D. Band
Hesperian Parlor No. 137, N. S. D. Band
Keith Parlor No. 137, N. S. D. Band
Sea Point Parlor No. 158, N. S. D. Band
Marinista Parlor No. 198, N. S. D. Band
Homeless Children Float

SEVENTH DIVISION
Marshal—James P. McSheehy
Aides—J. A. Fupphano, Alex. Fupphano

National Parlor No. 118, N. S. D. Band
Lower Lake Parlor No. 159, N. S. D. Band

Sequoia Parlor No. 160, N. S. D. Band
Alcalde Parlor No. 154, N. S. D. Band
Castro Parlor Drill Team No. 178, Native Daughters

EIGHTH DIVISION
Marshal—Percy A. Marchant
Aides—George Scharetz, Julian Dresser

Band
South San Francisco Parlor No. 157, Native Sons
El Vespero Parlor No. 118, N. S. D. Band
Genevieve Parlor No. 132, N. S. D. Band
Presidio Parlor No. 194, N. S. D. Band
Presidio Parlor Drill Team No. 148, Native Daughters

NINTH DIVISION
Marshal—Dan D. Lowrey
Aides—C. M. Fickert, Geo. Lipman

Band
Dolores Parlor No. 208, N. S. D. Band
Dolores Parlor No. 169, N. S. D. Band
Marshall Parlor No. 202, N. S. D. Band
Guadalupe Parlor No. 231, N. S. D. Band
Guadalupe Parlor No. 153, N. S. D. Band
El Capitlan Parlor No. 222, N. S. D. Band

TENTH DIVISION
Marshal—Joseph S. Lahaney
Aides—A. A. Ortega, Chas. Everson

Band
Castro Parlor No. 232, N. S. D. Band
Balboa Parlor No. 234, N. S. D. Band
James Lick Parlor No. 242, N. S. D. Band
Phoebe A. Hearst Parlor No. 214, Native Daughters

The Admission Day celebration program is being arranged by the following:
General Chairman, Chas. A. Koenig; vice-chairman, W. D. Hobbs; Mrs. May L. Noble; secretary, John T. Regan; 1489 Newcomb avenue; S. F.; assistant secretary, Harold H. Hart; Mae H. Noonan; treasurer, F. M. Buckley.

Finance, Wm. J. Dougherty; parade, Harry W. Gaston; Mae Barry; concessions, Frank A. Buckley; decorations, Chas. A. Roberts; literary, J. Emmott Hayden; floor, Louis F. Erb; hall, Harold H. Hart; music, John A. Mitchell; press and publicity, George F. Barry; reception, Ralph McEwan; transportation, M. J. McGovern; printing, John H. Nelson; program, A. B. McCaffrey; Nellie DeBolt; ways and means, J. Wilson; auditorium and accommodations, H. H. Hart; grand officers, W. P. Garfield; automobiles, Angelo J. Rossi; Native Daughters, James G. Conlan.

PIEDMONT WILL JAIL SPEEDERS

Piedmont's smart set can't do without "speed."

According to Judge G. T. Burckhardt, of the millionaire's settlement, it's members have generally disregarded Chief of Police B. P. Becker's injunction to stop speeding and other motor act violations. But Judge Burckhardt will "make 'em behave," he vows.

Tomorrow the big slaughter starts. Every motor act offender, be he sane lights, his operator's license, his motor or open or if he or she commits any other breach of the law, a minimum fine of \$25 will be imposed upon the culprit.

The law is law and the war is to be a real war against this class of offenders hereon, announces Chief Becker and Judge Burckhardt.

The second edict follows the snail of contempt the elite have had for the fines of \$2 and \$5. Haled into court they have paid these fines and went away laughing. It was really quite a diversion, old chap, don't know to have one's self jailed up in a jolly speeding case. 'Twas worth the petty sentence, indeed.

"But they won't laugh much more if I have any say so," echoes Judge Burckhardt.

But here's the rub: If the fair damsels and bon vivants won't stop after being fined, they will be sent to jail. Oh hush, you! But even this treatment may be regarded as a lark.

Sergeants Fred W. Herre and Phil J. Brady, guarding Piedmont's fast boulevard. In the past four months they have made 2000 arrests for motor car offenses. The coffers of Piedmont have been enriched considerably from fines as no one in Piedmont cares to live in the lockup.

The Meddler

The Thursday Night Assembly will give its initial dance of the season Thursday evening, September 11, in the rose room of Hotel Oakland. The club was organized in November of last year for the purpose of continuing the boys in uniform and proved such a success that it has now become permanent.

The personnel of the club is as follows: The Misses Libbey, Louise Ward, Marie McSorley, Mary Matthews, Erna Bosquet, M. Bohall, the Misses Quinn, Harriett Carse, Doris Treat, Margaret Edwards, the Misses Lauck, Frances Rosenheim, Claire de Soto, Winnie Le Clair and the Misses Mulvaney.

Mrs. Maria Henninger announces the engagement of her daughter, Miss Celinda Henninger, to Paul Geo. Maggill, Jr., of San Francisco, who has recently returned from France, where he saw twenty-eight months' service with the Canadians.

A wedding of interest to Oakland's younger set will take place next Sunday, when Miss Helen Tobias becomes the bride of David Snide. Mrs. Morris Tobias, the mother of the bride-elect, announces the wedding for September 14 at the home of Mr. and Mrs. Charles Tieburg, 490 Lake Park avenue.

The newly-weds will make their home in Oakland, where Mr. Snide is connected with the Royal Shoo Co.

QRS Player Rolls
Brillharts 531-1336
Oakland

Battleship Iron



ARMCO IRON
The kind that is used in building U. S. battle-ships.

WedgeWOOD
GAS RANGES
are made of rust-resisting ARMCO IRON—
the kind that is used in building U. S. battle-ships.

Both a summer and a winter Gas Range

Next time you buy a stove or range ask your dealer for a Wedgewood. Don't make the same mistake twice.

Manufactured at the Pacific Coast
Jas. Graham Mfg. Co.
Largest Stove Works in West San Francisco and Newark, Cal.

KAHN'S

Women's and Misses' Fashions For Autumn Are Crystalizing

The Modes sponsored by this Store are Personalized to the Individual Type.

—The charm of present day Dress is not to follow literally every whim or fancy conceived as modish, but to revise these style-themes and crystallize them into individualized Fashions expressive of one's own personality. Such are the exclusive originations shown here; always evidencing that "something different"—fascinating because of the exhaustless variety offered, no commonplace repetitions, and tempered to meet the most individual exactments in style, fabrics and color-tones.

Your Attention is Directed to Our Newly Remodeled Apparel Shop and to the new displays of

"Miss Manhattan" Suits and Coats Charming "Betty Wales" Dresses "Rosemary" Frocks of Satin Rich Coats and Coatees of Plush and Smart Juvenile Apparel for Fall

In every instance there is a price to meet every requirement.

American

One Week! COMMENCING TODAY!
AT THE MATINEE
First Production of the 1919-1920 Season

Features Start at 12:30, 1:30, 3:00, 4:00, 5:30, 6:30, 7:50, 9 and 10:30
Come Early



She Hoped—She Staved—She Danced
To Win His Love
Still he did not seem to care
Yet she won him away from his fiancée

The World's Greatest Actress
NAZIMOVA
in Maude Fulton's Great Stage Success
"THE BRAT"
Adapted by Nazimova and Charles Bryant

—ALSO ON THE SAME BILL—
WILL ROGERS
FAMOUS WIT AND LARIAT THROWER OF THE ZIEGFELD "FOLLIES," IN
"ALMOST A HUSBAND"
HE HAD NO LICENSE TO MARRY—BUT HE DID!
JOHN WHARRY LEWIS and his ORCHESTRA
MATINEES AND EVENINGS
EDGAR BAYLISS, Organist

Evenings and Sunday and Holiday Matinees—Orchestra 35¢, Balcony 25¢, Children 15¢
Week-day Matinees—Orchestra 25¢, Balcony 20¢, Children 10¢

Thousands Freed from Drudgery



WHY not hire this mechanical laundress as you would a hired girl? Many thousands of women have had THOR Washers sent to their homes, tried them on their own washing, and have hired them by the week or month, just as they would pay for any other kind of help—and in a little while had the machine paid for. They found the THOR much more economical than the old washboard method.

Housekeepers everywhere have learned to lean on the capable services of this mechanical laundress that substitutes its scientific and sure washing for the old-time human laundress and her aching back.

In hiring a laundress you ask for her references. Do the same with the THOR. Come in or telephone and we will give you the names of neighbors who own THOR washers. Ask them what they think of

"The Best Servant in the House"

A small payment down puts this matchless servant in your home.

Royal Electric Cleaner

The King Pin of Them All
Cleans by air alone.

The ROYAL is a super-cleaner—made to do everything a cleaner can do, quicker, easier, better.

Any ROYAL user will tell you this.

The proof of ROYAL goodness is a demonstration.

Sold on the small payment plan.

PHONE LAKESIDE 2000 THAT'S US

KIMBALL ELECTRIC COMPANY
526 13th ST OAKLAND

JUST A STEP FROM WASHINGTON ST

Smart Blouses for Autumn

—With good Georgette and crepe de chine blouses very scarce, and wholesale costs constantly rising, we consider ourselves exceptionally fortunate in getting this collection to sell at the unusually low price of **\$5.95**

—CREPE DE CHINE BLOUSES—Semi-tailored and tailored effects, trimmed with dainty hand embroidery. Priced at \$7.95, \$10.95 and upwards to \$17.50.

—GEORGETTE BLOUSES—These are in a wide array of pleasing new models, in fancy hand embroidered or lace trimmed style. All popular suit shades and pink and white. Priced at \$6.95, \$7.95 and \$10.95.

Beautiful New Shawlettes

—A note of now is expressed in the very new shawlettes in attractive plaids or plain shades of wool. They have pockets and are trimmed with fringe.

New Shirts of Silk for Men \$7.95 and \$10.75

—New arrivals in lustrous silk shirts for men. Beautiful new patterns in colorful stripes that will instantly appeal. Cool, refreshing shirts, surprisingly moderately priced at \$7.95 and \$10.75.

New Ties for Men \$1.00
—A large assortment of exceptionally smart new neckwear in all of the season's most favorable patterns and colorings.

Modish Fall Millinery

of Distinctive Beauty
Specially Priced
\$7.95

—Smart new hats of Panne or Velvet or combinations of Panne and Velvet trimmed with chic feather motifs, small flowers, and perky ribbon effects. Materials of the best quality in various shades and plenty of black.

—A wide assortment of pleasing, youthful shapes and styles for your selection at \$7.95.

Autumn Introduces New Colonial Pumps for Smart Women

—Attractive new footwear in the smart Colonial style with very graceful, becoming lines and large "flare" tongue effects. The high, slender French heels are especially commendable. Individuality is expressed in every pair of these absolutely new pumps, for women and young women.

Colonial Pumps in Dull Calf \$8.85 pr.

Colonial Pumps in Patent Leathers \$7.85 pr.

Colonial Pumps in White Washable Kid \$5.85 pr.

KAHN'S

Department Store



Anoint Irritations With Soothing Cuticura

First bathe with Cuticura Soap and hot water. These super-creamy emollients not only soothe, but in most cases heal annoying rashes, irritations, eczemas, etc. They are also ideal for daily toilet use. After bathing with Cuticura Soap dust on a few grains of the exquisitely scented Cuticura Talcum.

25¢. Sold throughout the world. For sample each free address: "Cuticura Lab., Dept. 187, Malden, Mass."

Cuticura Soap shaves without mug.

\$12,000 in Prizes Are Offered All County Organizations Eligible Costs Nothing to Enter the Race

Announcement is made in the display columns of today's TRIBUNE in a two-page spread advertisement of the inauguration of a Merchants' and Manufacturers' Selling Campaign, to be conducted in Alameda county by the National Promotion company in which is offered to the various organizations of the county more than \$12,000 in cash and prizes.

This Merchants' and Manufacturers' Selling campaign is one of the most important prize giving campaigns ever attempted in California. In prizes, the publicity and exhibit exposition make a total propaganda investment of \$25,000.

This campaign offers to the various organizations the easiest, quickest, most pleasant method of getting large sums of money, with only the usual routine duties of every household simply done the campaign way, the method through which these great prizes can be won. No one has to do anything he doesn't do anyway—just to do it the "campaign way."

A large storehouse has been obtained in terms of prizes, many thousands of dollars in money and space, and all products and participating firms will have exhibits and where all prizes will be on display. This will be the headquarters of the National Promotion company during the campaign.

PURPOSE OF THE CAMPAIGN.

The purpose of this big campaign, involving it does, many thousands of dollars in money and space, is primarily to introduce, push, exploit and popularize meritorious articles to the public, to popularize them and the retail concerns participating, but more especially to help worthy organizations financially all the prizes are to go to organizations in Alameda county and are to be given in their relation to those organizations competing and securing the largest volume of votes the next largest, and so on full details of the working plan are contained in the large display advertisement of the National Promotion company in another part of this issue. Be sure to read the big ad.

Any organization in this city or county is cordially invited to participate in one of the severest valuable prizes. It does not cost the organization one cent to enter, to compete or win. It simply means that you buy and trade for the things you need from day to day, as you have in the past, and as you will in the future, only doing it in the campaign way and with the particular firms and manufacturers therein.

There are to be no "strings" to this great offer. No money for you to spend except what you spend in the ordinary course of events, nothing for you to do but to save the sales slips, wrappers, cans, cartons, coupons, etc., on your purchases from the day to day, doing this yourself and inducing your friends to do so and voting them for your favorite organization.

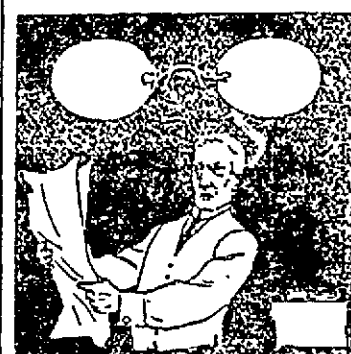
Over \$12,000 in actual cash and prizes of intrinsic worth will be absolutely given away at the end of the campaign. First prize, \$1500.

CHILD HURT IN FALL IMPROVES

The condition of little Adelaide Hargrave, six year old daughter of Mr. and Mrs. H. J. Hargrave, of the Metropolitan Life Insurance company, though still serious, in the Providence hospital where she was transferred, following a fall she had from the second floor of her home, attending physicians hope that if complications do not arise the child may rally satisfactorily.

The accident occurred while the girl was playing on the rear porch of her home, twenty-second and Grove streets, about 5:30 Wednesday evening.

She had just returned from school with her mother, who, because of the child's first weeks' attendance at school accompanied to and from the school. Mrs. Hargrave was in the kitchen when the child, while playing, climbed the rear porch and losing her balance, fell on the ground. When she was brought to the hospital fear was expressed of her having broken her foot. On examination it was found however that she had suffered a fracture of skull. Dr. E. Clark is the attending physician.



Holding Your Paper

three feet off to read means an imperative need of Glasses!

Don't bring on further eyestrain; come to me for an examination of the eyes and Glasses to enable you to read easily.

F. Greenebaum
Optometrist—Optician
518 Thirteenth Street
Between Washington and Clay

Portland Shows Are Free to Sailors

PORTLAND, Ore., Sept. 6.—As long as a job keeps on his uniform he can enter any place of amusement in Portland without paying anything for admission.

The uniform of the sailor is also a pass for all the street car rides he wants and for the privileges of all the clubs in the city.

There are 150 of the boys in Portland, they having arrived yesterday afternoon on the cruiser Birmingham and six destroyers of the Pacific fleet for a five-day visit.

Cornell Gets Bulk Of B. Loewy Estate

NEW YORK, Sept. 6.—Cornell University gets the bulk of the \$250,000 estate of Attorney Benno Loewy. For the establishment of the Benno Loewy library at the university, he also leaves a valuable collection of books, stamps, coins and medals.

QRS Player Rolls
Brillharts, 531-1534
Oakland

Elaborate Sunday Turkey Dinner
\$1.25
KEY ROUTE INN
Oakland's Bedford Family Hotel
Phone Oakland 522-224 & Broadway.
Kitchen, Banquet, Every Sunday.
American Orchestra.
Suggestions for Banquets.
Furnished Facilities. Large Airy Rooms with Bath, Monthly (11, 27, 30, 31). Private Suite, Private Bath (2) persons, 2145

It's Great!

Something You Have Been Looking for

Tamindo

(Trade-Mark)

A rare temperance drink with a new and distinctive flavor.

TAMINDO is made of the pure juice of the Tamarind, used for centuries as an invigorating, cooling beverage.

TAMINDO has all the zest, tang and health-building qualities of the real fresh fruit.

TAMINDO is a delicious health beverage with a champagne-like sparkle. Its natural citric acid cools the body because it cools the blood—a natural refrigerant.

Try a TAMINDO mint julep. Use one bottle of TAMINDO, crushed mint leaves, a cube of ice, a half slice of orange, twist of lemon peel and no sugar.

TAMINDO can be served many ways, but its exquisite fruit flavor is best secured when served with a cube of ice and a twist of lemon peel.

TAMINDO may be had at clubs, hotels, soda fountains and on dining cars.

TAMINDO is free from preservatives, is made from C. Saracoe's original Scleropo composite of Tamarind and costs no more than an artificially flavored drink. Bottled under the authority of the Tamindo Fruit Syrup Co., Oakland, Cal.



Demand the Genuine Look For the Label

Your dealer can supply you by the bottle or case.

Oakland Pioneer Soda Water Co.
Distributors of Tamindo and Rainier, and manufacturers of the O-P-Co. brand of soft drinks.
972 Webster Street Oakland, California
Telephone Oakland 673

TALK WON'T TURN THE TRICK

NEW DRESSES
All made of heavy tricotine; some delightful models in the straight line overblouse effect, others in the vestee styles smartly tailored. Many overskirt and panel side effects. Every dress marked close.
\$35, \$37.50 and \$39.50

Whitthorne & Swan
OAKLAND'S STORE THAT UNDERSELLS

Latest Novelty Sweaters From New York
The main feature about this sweater is a contrasting color tuxedo front. For example, a tan sweater with a turquoise blue tuxedo front. They have a wide belt in the new butterfly style, novelty crocheted buttons. A beautiful sweater at an extremely low price. \$10.95

CONSTANT PROFIT SHARING WILL

If it's worth while to save, we'll show you how, keep in touch with this store's merchandise and its potential ability in value giving. We are keeping prices down by sharing profits with our customers.

Another Sale of Beautiful Fall Hats

\$6.95 Our first sale of these Hats proved so popular that we immediately ordered another lot. Silk, Velvet, or Hatter's Plush in small, medium and large shapes. Trimmed ready to wear. Sample hats. There are no two alike. Good values at \$8.95 to \$10.00. Extra special.

New Fall Trimmings

GOOD LINE OF CHAINS FOR FURS
In silk crocheted effect and celluloid; each 25¢ to 59¢

MILITARY BRAIDS—All widths, in black; yard \$1.30 to \$1.00

SOUTACHE BRAID—Black and color; 12 yard pieces 22¢

EXTENSIVE VARIETY OF TASSELS for bags, fancy work millinery and dress trimming. In silk and chenille. Each 25¢ to 75¢

GOOD QUALITY SILK GEORGETTE CREPE—Black, white and colors; 40-inch width. Our price, yard \$1.98

BIG SALE OF RUGS, LINOLEUMS, LACE CURTAINS AND DRAPERY GOODS—AT PRICES GREATLY REDUCED FROM OUR REGULAR PRICES—WHICH ARE THE LOWEST IN OAKLAND.

We are out to help you all we can to reduce the high cost of living and have made deep cuts in these goods for this week so that you can buy what you may need for Fall at the Lowest Possible Prices.

Buy Rugs on Our Club Plan—Pay part down and balance in Weekly or Monthly Payments.

Rag Rugs

Size 25x50, in heavy quality; our regular price \$1.75. The price, each \$1.25

CONGOLEUM ART SQUARES

9 feet by 12 feet, without borders, in 2 hand-some patterns. Regular \$15.00. Values, Each \$8.95

VELVET STAIR CARPET

27 in.; two good patterns. Our regular \$18.50 value. Sale price, yard \$1.25

GRASS HALL RUNNERS

36 in. wide. Green only with pretty figured border. Our regular price \$1.50. Sale price, square yard 69¢

CONGOLEUM—Two yards wide in several good patterns. Our regular price, 85¢. Sale price, square yard 65¢ INLAIN LINOLEUM—2 yards wide, in new, pretty patterns. Our regular price, \$2.15. Sale price, square yard \$1.79 PRINTED CORK LINOLEUM—2 yards wide, good colors. Our regular price \$1.25. Sale price, square yard 95¢ CABLE MARQUETTE—36 inches, heavy quality, in cream or ecru; slightly imperfect. Will make beautiful curtains that will stand plenty of hard wear; regular price if perfect, 75¢. Sale price, yard 49¢ FINE QUALITY FILET LACE CURTAINS—Plain center with beautiful borders in cream or ecru; 2 1/2 yards long. Our regular price \$5.00. Sale price, pair \$3.95 AXMINSTER RUG—Size 9x12 ft. Good, new patterns. Regular \$5.00. Sale price \$37.50 HEMSTITCHED MARQUETTE CURTAINS with lace edge 2 3/4 yards long, cream or ecru. Our regular price \$3.00. Sale price per pair \$2.19 VOILE CURTAINS—2 1/2 yards long with 2 1/2 inch Filet lace insertion and trimmed with lace on edge. White only. Our regular price \$1.75; sale price pair \$1.25 IMPORTED MADRAS CURTAINS —2 1/2 yards long with colored flowers or a cream ground; several color-ornes; a hand-some curtain for any room. Our regular price \$6.50. Sale price, pair \$4.95 FIGURED FILET NET—36 inches, in cream color only. Our regular price, 65¢. Sale price, yard 49¢ BEAUTIFUL MARQUETTE CURTAINS—2 1/2 yards long with wide lace insertions and edge to match in cream or ecru. Our regular \$3.50 value. Sale price pair \$2.79 NOTTINGHAM LACE CURTAINS in white, cream and ecru. Some 2 1/2, others 3 yards long. Nottingham Lace Curtains. Our reg. price \$1.75; sale price, pr. \$1.19 Nottingham Lace Curtains. Our reg. price \$2.50; sale price pr. \$1.95 Nottingham Lace Curtains. Our reg. price \$3.50; sale price pr. \$2.75 Nottingham Lace Curtains. Our reg. price \$4.00; sale price pr. \$2.95 Nottingham Lace Curtains. Our reg. price \$5.50; sale price pr. \$4.25

STAPLE DOMESTICS ALWAYS UNDERPRICED

BLEACHED SHEETS—Good weight, linen finish; size 81x90—each \$1.45

PLAIN BLANKETS—Good weight, soft and fleecy, blue, pink and tan plaid; size 64 to 76 pair \$3.79

SATINE COMFORTS—Heavy quality fine satine covered white filling, double bed size \$5.00

FEATHER PILLOWS—Lacy art ticking. Covered pure cantary filling. Size 18x25 each \$1.25

KIMONO FLANNEL—Heavy quality; neat figured patterns, 36 ins. wide; Our yard 29¢

HONEYCOMB SPREADS—Good weight double bed size—each \$2.59

BLEACHED PEQUOT SHEETS—Extra long size 81x99; regular \$2.55 value; each \$2.15

SILKOLINE COMFORTS—Double bed size fine grade—each \$4.19

PERGAL—Good quality a fine selection of light and dark colors; 36 in. wide; yard 35¢

SOME GOOD VALUES IN BLACK, FROM OUR DAYLIGHT SILK AND DRESS GOODS DEPARTMENT

Black Silk Mixed Poplins—75¢

Black Crepe de Chine—\$1.25

Black Chiffon Taffeta—\$1.50

Black Satin Messaline—\$1.59

Black Satin Duchesse—\$1.75

Black Satin Charmeuse—\$1.89

Black Peau de Soie—\$2.00

Black Moire—\$2.00

Black Peau de Soie (Double Face), yard \$2.50

Black Dress Velveteen—\$2.50

Black Crepe de Chine—40 inches wide, yard \$2.50

Black Charmeuse—40 inches wide, yard \$2.50

Black Baronet Satin—38 inches wide, yard \$2.50

Black Dress Velveteen—41 inches wide, yard \$3.50

Black Serge—Part wool, yard 98¢

Black Serge—All wool, 12 inches wide, yard \$1.50

Black French Serge—All wool, 42 inches wide, yard \$2.00

Black French Serge—All wool, 54 inches wide, yard \$3.00

Black Broadcloth—48 inches wide, yard \$3.48

Black Broadcloth—54 inches wide, yard \$5.00

Black Coating Velvet (Silk Face), yard \$7.00

Black Seal Plush—32 inches wide, from \$6.50 to \$15.00

Seven Items Well Worth Your Attention

\$1.59 HOUSE DRESSES—Neat serviceable dresses made of excellent chambrays, ginghams and percales. V-neck and short sleeves. Belted mod. cl. Exceptionally low priced. Special. \$1.59

SALE OF WOMEN'S SILK CAMISOLES—Dainty corset covers made of soft flesh silk with ribbon shoulder straps. Sizes 36 to 44; good \$1.00 value 79¢

WOMEN'S ENVELOPE CHEMISE—Made of good quality muslin with ribbon shoulder straps and yokes of lace or embroidery. Special Monday 79¢

WOMEN'S FLANNELETTE GOWNS—Made of good heavy material with double yoke in assorted stripes. Special \$1.95

NEW BOUDOIR CAPS—Beautiful caps in silk and lace combinations; all the bright shades included. Special 79¢

CHILDREN'S KNIT WAISTS—The celebrated "Naxit" and "Bear Brand" lines in all sizes. Special 35¢

VESTS OR PANTS—Mixed wool garments of high quality. Vests have high necks and short sleeves. Pants and tights are ankle length; regular and extra sizes; \$2.25 values. Special \$1.59

GREAT SALE OF ART GOODS AT 30% TO 50% OFF

"SILKO" CROCHET THREAD—10¢ value. Any size or color at—7¢

"ROYAL SOCIETY" PACKAGE GOODS—\$2.25 value, at half price, each \$1.12 1/2

WOMEN'S SLIPPER SOLES—60¢ value, special, pair 39¢

STAMPED FACE TOWELS—Pretty patterns, at 23¢

"FLEISHER'S" KNITTING WORTED—65¢ value, Any color in balls, at ball 49¢

STAMPED PILLOW TUBING—\$2.00 value. At, pair \$1.25

"BEDLINGS" KNITTING SILK—Old colors; 50¢ value. At, each 19¢

"REIS" CROCHET THREAD—15¢ value; odd sizes and colors. At, ball 5¢

WOMEN'S "CAPITOL" SLIPPERS—\$2.00 value, at pair 39¢

"MINERVA" VICUNA YARN—All wanted colors, 70¢ values, special, ball 35¢

"CARSON CURRIER" EMBROIDERY THREAD—1¢ value. A skein 1¢

A FEW OF OUR GROCERIES SPECIALS

M. J. B. POWER COFFEE, 37¢

BAKING POWDER, "Calumet", 23¢

BREAD, "GOLDEN SYMPHONY", 10¢

SHRIMP, "LOG CABIN", 20¢

SPAM, 10¢

LEMON SOAP, 10¢

Whitthorne & Swan, Washington at 11th

RAILROAD MAN GIVES GOOD ADVICE

"Several years ago I was under treatment of a stomach specialist for 5 months, 3 weeks of which were spent in a hospital. Another stomach specialist told me I had gall stones and that an operation was necessary. I did not want to have this. I lost 45 lbs. in weight. Talking with a brakeman one day he told me of May's Wonderful Remedy and since taking it I have gained 10 lbs. and am feeling fine. I am advising others to try it. It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince or money refunded. At druggists everywhere. Advertisement.

REMEMBER THE IOWA PICNIC

Mosswood Park, Sept. 9th
All Iowans Cordially Invited

"GUILTY?" BILL HART DOES NOT BELIEVE THAT SHE IS



She said that she had committed murder, that blood was on her hand—but was it true? Bill Hart found out in "If a Gun Tracks" at Kinema today.

Three men alone in a great desert, one a murderer; another a coward, and the third, Bill Hart as "Buckskin Hamilton," the grim avenger of his brother's death.

In the distance a band of Indians are waiting—waiting for one of the three men. They have demanded the life of one of them, in retaliation for the death of one of their number.

And Buckskin Hamilton, who seeks to force the truth from one of the

men, is confronted with a dangerous situation. One of them must go. He thinks of a woman—far away on the trail. She must be protected, but who goes?

It is a great drama, thrilling with the life and the color and the dazle of the Indian war paint. "If a Gun Tracks" is in his element portraying "Buck Hamilton." The threads of the play are skillfully adapted to his genius.

Nevada Democrats Facing Defeat; State Administration Change Near; Situation Encouraging to G. O. P.

By FREDERICK PAULKNEIT.
Special Despatch to The TRIBUNE.
RENO, Sept. 6.—There is per-
haps more troubled politicians in
Nevada just at present than in any
other state in this country. Inas-
much as all indications point to the
ousting of the present Democratic
state administration and the Demo-
cratic delegation in Congress at the
next election, it goes without saying
that the trouble is for the most part
among the Democrats. On the other
hand, the Republicans are gaining
confidence and a faith in coming
victory that they have not known
in a long time.

ELLIOTT DEXTER FIGHTS SMUGGLERS



Lost in a blinding snowstorm, he
was found by "The Daughter of the
Wolf," at the Franklin Theater
today.

Gold—the lust and lure of it, cul-
minating in a terrific fight by gold-
crazed men, is starred in "The Daughter
of the Wolf," starring Elliott Dexter,
beginning at the Franklin today.

Brought up in the wilds of the
Canadian woods, her father, a fur
smuggler, her closest friends an In-
dian squaw, a girl finds a way to es-
cape her environment to go with the
man she loves.

"Love Insurance," a comedy where-
in Bryant Washburn sells policies to
keep cupid on the job, will be shown
at the Franklin the latter part of the
week.—Advertisement.

with which the Washington admin-
istration was supposed to regard
him. The conclusion of the most
astute political observers now is that
Pittman has hit the toogoodand
will slide into political obscurity.

BAKER'S HOPES BLASTED.
This is not all. The same view-
points say that Governor Emmet D.
Boyle can never again obtain po-
litical preferment in this state, and
that when the truth regarding the
Pittman silver bill becomes gener-
ally known, as it soon will, any hopes
that Ray Baker may have entertain-
ed regarding the senatorship will be
eternally blasted.

There is going to be a new politi-
cal lineup in Nevada. The Republi-
cans are determined to put men in
charge of their organization that will
support the party without regard to
professional or business affiliations.
This will be something new in Ne-
vada politics and is certain to create
a hitherto unknown measure of con-
fidence on the part of the voters
that when election time comes they
will not be limited to making a de-
cision among bad choices only.

The present disturbed condition
and plainly marked tendencies in
Nevada politics is traceable to the
mining situation and the acts of the
state and national officials in stak-
ing their political ambitions against
the welfare of the mining industry
of the state. The manner in which
this has been done constitutes a
somewhat lengthy story, but its first
telling may prove interesting, and
besides it is a good thing to have
it of public record.

EXPENSES TOO GREAT.
This time one year ago Reno was
the headquarters for what the gold
miners considered to be a serious
effort to obtain relief for them from
the national government. Owing to
the greatly increased cost of produc-
ing gold the majority of the miners
were unable to operate at a profit
while the rest could, by depleting
their ore reserves, barely break even.
The production of gold was decreas-
ing with alarming rapidity, while
the government was issuing billions
of bonds payable in gold coin.

To many of the most thoughtful men
occupying positions of great respon-
sibility in the world of finance,
commerce and industry, the situa-
tion was fraught with grave danger.
Governor Emmet D. Boyle of this
state, having but a short time pre-
viously taken a conspicuous part in
behalf of the miners of silver and
being a candidate for the governa-
torial nomination again and the pri-
mary election being near at hand,
seized upon the opportunity to get
himself prominently before the pub-
lic and if possible to secure the sup-
port of the mining interests by call-
ing a meeting of the gold miners to
convene in August of last year.

BOYLE ELECTED CHAIRMAN.
About one hundred men, repre-
sentative of miners, metalurgi-
cists, engineers, economists and others,
responded to the call. Governor Boyle
was promptly elected chairman. Dis-
cussion of the precarious position
in which the gold miners found
themselves was taken up and con-
tinued for three days. Resolutions
reciting the fact that the then sec-
retary of the treasury, Mr. McAdoo,
had publicly declared gold to be
second in importance only to munitions
and food in winning the war;
that the price of gold, being fixed
by law, must remain stationary
while the cost of labor, material
and supplies had so vastly increased

that the gold mining industry was
in jeopardy of being ruined, and
calling upon the government for re-
lief to the end that it might be pre-
served.

An executive committee was ap-
pointed whose duty should be to go
to Washington and seek relief from
the government and an advisory
board was constituted which was
composed of a member from each
of the eleven states represented. It
was agreed that data should be im-
mediately obtained direct from the
miners in order to present the actual
facts to the government. Governor
Boyle constituted himself a com-
mittee of one to prepare the forms
to be sent out to obtain the required
data.

FORMS ARE DELAYED.
For reasons, perhaps best known
to himself, he did not prepare these
forms until after the primary elec-
tion, which gave him the nomination
by a small majority. This delay,
notwithstanding the fact that it was
agreed by every one who attended
the conference that the psychological
moment had arrived for the miners to
the case of the miners to the proper
officials at Washington, and the
further fact that the miners had
been held on and out of the mines
to defray the expenses of compiling
and presenting the information in
proper form.

All of this money was to be ex-
pended in such manner as the ex-
ecutive committee might elect. Days
and weeks came and went, until
months had come and gone. The
miners who had looked upon Boyle
as the Moses to lead them out of the
wilderness were getting restless.
They saw the opportunity of obtain-
ing relief slipping away from them.
The psychological moment had
passed, but Governor Boyle made no
move until he was safely elected gov-
ernor by a majority of only 1030,
whereas Senator Henderson re-
ceived a majority of 4144.

This question now occurs and it
will not down: Would he have been
elected at all but for the hope that
he had been installed in the breach of
the miners that through him might
come some mitigation of their des-
perate situation?

SYMME'S NAMED.
There is more. When Governor
Boyle was made chairman of the
permanent organization of the Amer-
ican gold conference he was given
the right to name an executive com-
mittee and he named among others
Whitman Symmes of Virginia City.
Symmes is a Republican and had
been spoken of by himself, if not
by others, as being most excellent
material for the position. But after he
had been put on the executive com-
mittee of the gold conference by
Governor Boyle he said he could
not take the chairmanship of the
Republican state central committee
because he did not want to oppose
Boyle.

After Boyle was elected he and
Symmes got busy. Ray Baker, direc-
tor of the mine, came to Reno. Like-
wise Senator Pittman. And a deal
was put up by which Secretary Mc-
Adoo was to appoint Governor Boyle
one of a number of men who should
investigate the gold mining situa-
tion and make a report to the secre-
tary of the treasury, advising him
what should be done, if anything,
to bring the vitally needed relief to the
gold miners.

NO RELIEF FOLLOWS.
Mention has been made of the fact
that the long delay in making any
effort to obtain relief having dis-
courage the gold miners of the
state, they turned their backs to the
men who were named by the secre-
tary of the treasury, for they looked
upon them as traitors to the cause
which they were supposed to be
advocating.

Reports of Secretary McAdoo's
committee were at last made public.
But the armistice had then been
signed and the committee concluded
that no reason existed why the gold
miners should have relief.

In their imaginations they saw the
country quickly returning to normal
conditions, prices of labor and materi-
als rapidly falling to the standards
of the pre-war period, and thus the
gold miners, after having contributed
their money to bear the expenses of
the effort to obtain relief, and hav-
ing held on and out of the mines
at a loss, because they con-
sidered it to be their patriotic duty
to the country, were turned down
without a crumb of comfort. But
Boyle had been elected governor of
Nevada.

SECRETS INVOLVED.
So much for Governor Boyle.
There is another gentleman for
whom thousands of Nevada voters
have been waiting. He is a man of
high standing and has been in the
whole truth of the conception and
passage of the Pittman silver bill
probably will never be told, for the
reason that it involves secrets that
have been kept for years. It is a
matter between the United States and
British governments.

Enough is known, however, to jus-
tify the assertion that the British
government has been putting
through the congress of the
United States a law that gave Eng-
land millions upon millions of profits
that should have been the silver
miners of this country.

England repeated the same meth-
ods, with the same full measure of
success, that she used in inducing
President Wilson to force through
congress the bill repealing the Pan-
ama canal tolls act by which Ameri-
can ships playing between the At-
lantic and Pacific coasts were to en-
joy preferential toll rates.

ENGLAND NEEDED SILVER.
This was made possible by the
stupidity of those selected to promote
and protect the interests of the sil-
ver miners. England was in a
position to make it absolutely neces-
sary for her to supply an enormous
amount of silver to India and the
silver was not obtainable anywhere
in the world but in the United States.
Boyle, Symmes and others had
themselves appointed a committee
to go to Washington in behalf of the
silver miners. The Pittman bill was
conceived and passed in the United
States treasury.

that the long delay in making any
effort to obtain relief having dis-
courage the gold miners of the
state, they turned their backs to the
men who were named by the secre-
tary of the treasury, for they looked
upon them as traitors to the cause
which they were supposed to be
advocating.

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conceived and passed in the United
States treasury.

After Boyle was elected he and
Symmes got busy. Ray Baker, direc-
tor of the mine, came to Reno. Like-
wise Senator Pittman. And a deal
was put up by which Secretary Mc-
Adoo was to appoint Governor Boyle
one of a number of men who should
investigate the gold mining situa-
tion and make a report to the secre-
tary of the treasury, advising him
what should be done, if anything,
to bring the vitally needed relief to the
gold miners.

NO RELIEF FOLLOWS.
Mention has been made of the fact
that the long delay in making any
effort to obtain relief having dis-
courage the gold miners of the
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tary of the treasury, for they looked
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joy preferential toll rates.

vaults, which had been deposited
to secure the circulation of silver
certificates, were permitted to be
melted and shipped as bullion to In-
dia in behalf of the British govern-
ment and the silver miners were
forced to agree to replace this sil-
ver at one dollar per ounce.

As a matter of fact, well known
to those informed at the Washington
and as stated in the editorial page of
The TRIBUNE at the time the Pit-
tman bill was pending, the British
government should have been made
to pay at least \$1.25 for every ounce
of silver it bought in the United
States. And England would have
paid the price had the silver miners
been properly protected.

MARK HUSCO GAME.
One United States senator declared
the Pittman adventure to be a
"hisco game" and that anyone who
could advocate such a bill was
either too stupid to be given the
slightest consideration, or if not, he
was unworthy of confidence.

Nevada is the greatest silver state
in the union. Her production has
been marvelous. Still, according to
the belief of miners and experts, her
storehouses of precious metals are
hardly scratched. Railroad rates
for smelter charges have made and
still make it impossible to utilize
millions of tons of ore known to ex-
ist in the state.

Governor Boyle has had and still
has opportunities to encourage min-
ing. But about the only thing he
does is that when a strike takes place
he attempts to get it settled to the
advantage of the strikers, thereby
driving many voters, who have only
a few votes, notwithstanding
that their capital has made
nothing possible.

ONE NOTABLE EXCEPTION.
There is, however, one notable ex-
ception. His friend and fellow com-
mittee man, Whitman Symmes, is
superintendent of a large group of
properties in the city. A strike
is threatened there and the governor

has been using his best efforts to
keep the men at work at their old
standard of wages and living con-
ditions. Whether or not his activities
regarding Virginia City are in re-
cognition of Symmes' failure to op-
pose him for re-election for governor
must of necessity be a matter of in-
ference.

Of course, as in every similar case,
there are friends of the governor in
Reno and elsewhere, who assert
stoutly that he acted according to
his best judgment. But those de-
fenders are not found among the
miners. The latter consider that
they have been betrayed.

The voters of this state are thor-
oughly aroused. They recall that
Humphreys could not vote against
Henderson because they were jointly
interested in the Union Land and
Cattle company. Symmes could not
oppose Boyle because both were
members of a gold conference com-
mittee. And they are vowing there
shall be no repetition of such polit-
ical infidelity in 1920.

**Man, Hit by An Auto,
Dazed; Found by Cop**
Dazed and wandering aimlessly,
Gardner Christensen of 1038 10th
avenue, was picked up by Patrol-
man Crandall at East 14th and 98th
avenue Friday night. He is be-
lieved to have been the victim of
an automobile accident.

The officer attempted to ques-
tion him, but was unable to learn
the cause of Christensen's condi-
tion. He was removed to the re-
ceiving hospital for treatment.

Christensen appeared to have
been struck by a passing automob-
ile, as he was bruised slightly. His
identification was secured from
letters and papers on his person.

**BONDS TO HELP
BABIES DONATED**
Baby Bonds can do no better than
to help the Babies. The Baby Hos-
pital directors, who conceived the
idea of asking the holders of small
bonds to contribute them to a per-
manent fund which should be used
for all time for keeping in health
the youngsters of Alameda county
struck a new note and with the cam-
paign scarcely started \$750 in Lib-
erty Bonds has been poured into the
treasury.

A \$50 Liberty Bond multiplied by
hundreds may be the factor in es-
tablishing the lowest rate in infant
mortality in the world here in Oak-
land. Babies who are sick are
looked after in the Dover street
hospital. Babies who are ailing or
babies who need nursing or medical
attention can be administered out-
side are visited by physicians and
nurses. A year's record ending in
November last showed that 14,561
children had registered in the va-
rious clinics and that visiting
nurses had made 15,315 visits in
Oakland, Berkeley and Alameda.

Voluntary gifts of bonds to be
applied to a fund for the better-
ment of babies will be received by
Mrs. S. M. Marks, president of the
Baby Hospital Association, Dover
and Fifty-first street at any
time. Holly Branch, of which Mrs.
T. A. Harkard is chairman, meets
Monday to frame a program which
will be put before every visitor to
the October Fair, a direct appeal
to minister to the children of Al-
ameda county by the contribution of
Liberty Bonds to the babies up
to date.

The council appropriation of \$3,
000, allowed in this year's tax bud-
get for a new fire truck, will prob-
ably be diverted to furnish addi-
tional fire protection for West Oak-
land instead. This was announced
last night by Commissioner J. I.
Storke, who says that he will ask
the council to put the money into
equipment for a small station in
West Oakland, in the district about
the Moore shovels, where fire
protection is wholly inadequate and
industries of great value are
situated.

The greatest need in the city in
this district, said Storke, "and
with our limited funds, we cannot
repair this. With this \$3,000, we
can render some help, and it is, in
my mind, advisable to sacrifice the
new fire truck to afford relief in
this region. The fire chief agrees
with me on this point."

The matter will be placed before
the city council Tuesday or Wed-
nesday.

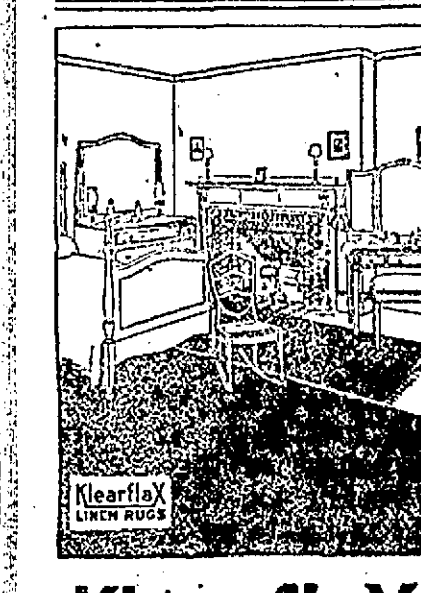
\$17,000,000 FOR RAILROAD.
WASHINGTON, Sept. 6.—The
House today passed a bill authoriz-
ing an additional expenditure of
\$17,000,000 to complete the Alaska
railroad.

a bond which otherwise might re-
main idle in a safe deposit vault.
Fifteen women have contributed
Liberty Bonds to the babies up
to date.

**CITY MAY DELAY
FIRE TRUCK PLAN**

Fall Attire for the Home

BE SURE that in planning new outfits for the family the appearance of
your home is also considered. It means much to every member of the
household to have a few new, bright touches added to the home furnishings.
You'll find beautiful furniture of every period and style here; exquisite
hangings and rugs, and expert advice free of charge if you wish it.



Klearflax LINEN RUGS

are durable; they are artistic;
they are sanitary; they are reversi-
ble; they are mothproof; they are
thick and heavy; and they lie
flat on the floor. They are ideal
rugs for every room in your
house. Come in today to see
our stock.

These pure linen rugs come in
solid colors of rose, blue, taupe
and gray, in all sizes.

9x12-foot size\$48
8x10-foot size\$36
6x9-foot size\$24
Smaller sizes priced proportionately.

"Clear
as a
bell"

Only at Breuner's in Oakland
can you buy the SONORA
phonograph that won the highest
award for tone quality at the
Panama-Pacific Exposition. The
"Trovatore" model is priced at

\$100
\$10 down—\$7.50 monthly

Full lines VICTOR and COLUM-
BIA phonographs and records

Final Clearance of D. N. & E. Walter & Co.'s Stock—Monday, Tuesday and Wednesday

The few remaining pieces of this stock will be cleared out the first three
days of the coming week. It's your chance to buy new and up-to-date
furniture for Fall, at from 20% to 50% off.

Antique Mahogany Davenport Table \$52.50

As illustrative of the desirable pieces yet
remaining in this sale, the table pictured is
called to your attention. It is a beautifully
shaped davenport table, of Flemish de-
sign, in solid mahogany, antique finish.
Such a table will grace the back of any
davenport.

A handy Kitchen Kart or Serving Wagon

on sale at\$2.15
Another great value that will
be worth many times its cost in
labor saving is the "kitchen kart" illustrated. It
comes in natural finish, and is several inches
higher than the regulation tea wagon. It serves
the same purpose as the high-priced carts, for
carrying things between the kitchen and dining
room, and may be used conveniently in the kit-
chen, beside the gas stove, when canning fruit
or cooking.

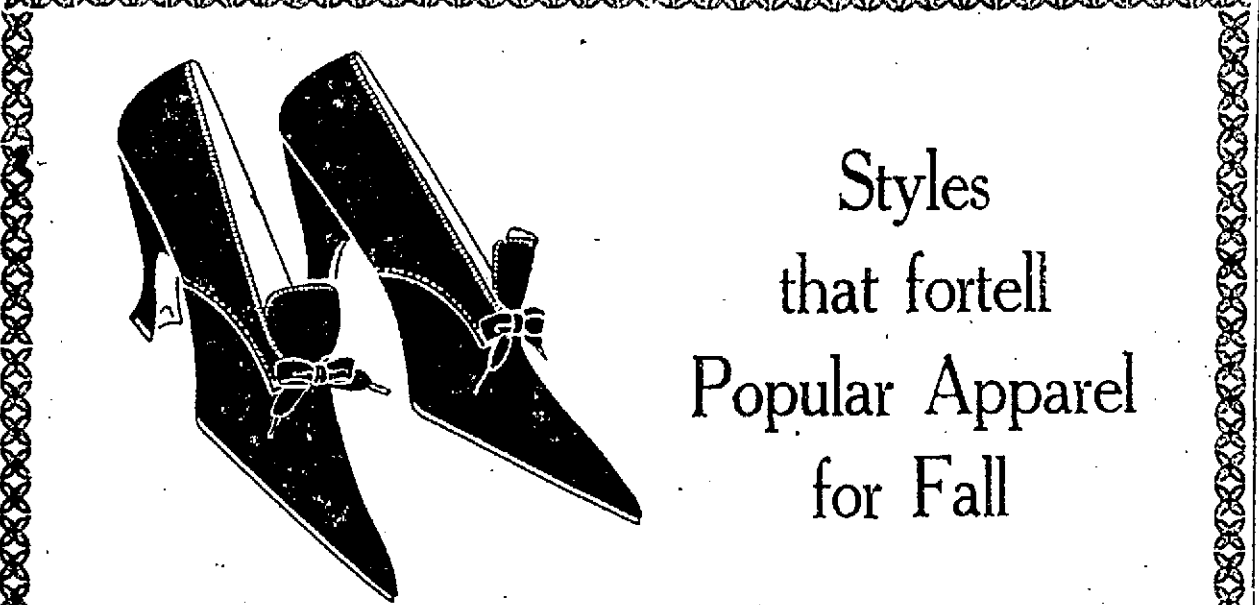
There are 20 of these carts to be sold at this
price. Best be early.

Other excellent values in furniture—
Here are a few of the remaining values. What you want may be on our
floors, if not listed here. Come and see.

Large office table, 72x40, solid oak, golden finish, formerly \$87.50,
now\$63.50
Square mahogany living room or breakfast table, 42-inch, formerly
\$40.00, now\$27.50
Mahogany finish arm chair, tapestry upholstered, formerly \$32.50,
now\$24.75
Winged rocker and chair, tapestry upholstered, mahogany finish, each
formerly \$39.50, now, each\$29.75
Ivory hall chair, cane seat, formerly \$20.00, now\$14.85
Ivory and cane arm chair, formerly \$12.00, now\$ 7.85
Ivory and cane bedroom chair, formerly \$19.00, now\$11.50
Reed rocker, formerly \$17.50, now\$14.65
Mahogany bedroom rocker, formerly \$11.00, now\$ 7.85
Antique mahogany dressing table, triple glass, formerly \$110.00,
now\$87.50
American walnut chiffonier, formerly \$71.50, now\$54.25
Ivory bed, full size, formerly \$55.00, now\$43.65

The usual easy credit terms on all sale items.

Breuner's CLAY STREET at 15th



Styles that tell Popular Apparel for Fall

A dainty shoe which
will challenge the
popularity of the
black satin, Oxford.
This black satin
Colonial with its
graceful Louis XV
heel and perky little
tongue is one of the
loveliest of the new
Fall models\$9

Shoes of rare charm with that elusive touch of
refinement and quiet dignity so much desired
by smart women are the shoes which are now
on display at Rosenthal's. Low shoes still hold
their own and the Colonials with their delicate
winsomeness and shapely contours continue to
be favorites. With their long, graceful toes
and dainty tongues they serve to enhance the
natural lines of grace and beauty of Milady's
foot. The creation of rich and unusual foot-
wear models has come to be expected of our
shoe artists and these designs are lovelier than
ever before. Before you buy your Fall costume
come in and see these enticing shoes.

There are also other Colonials in various materials. One
with a black suede vamp and satin back has a large
square buckle of black enamel\$16.50
And the same design in all black gunmetal calf is \$15
While in gleaming patent leather it is the same
price\$15

If you are out of town and need shoes our Mail Order Department will fill your
order carefully and quickly.

Mail Orders Given
Prompt Attention
Rosenthal's
INCORPORATED
SAN FRANCISCO
1114 1/2 Post Street
714 Market Street
LOS ANGELES
717 South Broadway
469-471 TWELFTH STREET
Oakland

**THE SING
Herb Specialists,**
"Choice Herbs for Every Ill"
401 Tenth Street, Oakland, Cal.
Telephone Oakland 3259
Consultation Free—Lady Attendant

- one spoonful

equal to two spoonfuls of most other baking powders

Calumet Baking Powder has double the ordinary leavening strength. You use only one spoonful whereas you use two spoonfuls of most other brands.

It is by far the most economical baking powder. Figure it out for yourself. Make an actual comparison with *any other brand*.

You pay about half the amount asked for high-priced brands. It goes twice as far as most other brands—so you save when you *buy* it—you save when you *use* it. But the most important economy of

CALUMET BAKING POWDER

is in its superior quality. *Regardless* of price Calumet is the highest grade baking powder made. It is absolutely pure in the can—in the baking. Leaves no harmful residue.

Improves natural flavor of foods. Never fails. With any flour—for any leavening purpose—Calumet provides tender, delicious, wholesome bakings. Never a bake-day waste—no extravagance. Sound economy from can to table—from cost to use.

Received highest awards World's Pure Food Exposition, Chicago; Paris Exposition, Paris, France. Made in world's largest, finest baking powder factory. Used by more expert chefs, Domestic Scientists and housewives than any other brand. Sold under positive guarantee of money back if you don't find it the best baking powder you've ever used. It will pay you *well* to try it.

Beware of This —

When you buy a pound can of Calumet, you get a full pound—16 ounces. Some high-priced baking powders are now being put on the market in 12-ounce cans instead of a pound. Be sure you are getting a pound when you want it. No short weights with Calumet.

Valuable 72-Page Cook Book— Handsomely Illustrated in Colors

Every housewife should have it. The most comprehensive Cook Book ever issued. Hundreds of selected recipes formulated by eminent Chefs and Domestic Scientists. 276 Home Helps that show how to save work, time, money—how to have better things to eat at less cost. Send slip found in a can of Calumet and three 2-cent stamps to help cover expense of packing and mailing. No matter how many Cook Books you have, you need this valuable volume of household aids.

CALUMET BAKING POWDER COMPANY

4100-4124 Fillmore Street

Chicago, Illinois



BEST BY TEST

PRESIDENT'S RECEPTION PLANS MADE

Details of the program for the two day visit to the bay region of President Wilson, as arranged by the committee, headed by Gavin Mc-Nab, have been tentatively approved following telegraphic consultation with Secretary Tumulty, President Wilson, according to the present tentative schedule will arrive at 9 o'clock on the morning of September 17, and will visit San Francisco the first day, making Oakland his objective the second day.

According to the schedule he will arrive in Oakland immediately after lunch, proceeding to the Hotel Oakland, where he will rest, and possibly will take an automobile ride through the hills. A plan is being discussed to have Oakland's school children at Lakeside Park, where the President takes his ride, that they may greet him as he passes. The details of this are to be arranged between Superintendent Fred Hunter and Mc-Nab, who are now discussing the plan.

At 3:30 he is scheduled to speak at the municipal auditorium. The President will speak in San Francisco on the evening of September 17, at the San Francisco auditorium, according to the schedule mapped out. It is possible that he will be taken by automobile for a visit to Stanford University and perhaps will visit the University of California, while in Oakland. Those details are yet to be arranged.

The two luncheons planned at the Palace Hotel on the 17th and 18th for the President, are to be public. Civic leaders and prominent citizens will be among the guests of the occasion, and reservations may be made by the public.

"BAYER CROSS" ON GENUINE ASPIRIN



"Bayer Tablets of Aspirin" to be genuine must be marked with the safety "Bayer Cross." Always buy an unbroken Bayer package which contains proper directions to safely relieve Headache, Toothache, Earache, Neuralgia, Colds and pain. Handy in boxes of 12 tablets cost but a few cents at drug stores—larger packages also. Aspirin is the trade-mark of Bayer Manufacturing of Monroeville, Pa.

QRS Player Rolls
Brillharts 531-133
Oakland

WAR VETERANS HOLD REUNION

Feasting, reminiscences of training camp and overseas experiences and dancing of happy couples to the tune of jazz music in the street, were the features of a neighborhood reunion given in honor of six returned officers and service men on Thirty-second street between West and Market streets last night.



Assembling in the meeting quarters of the Brookhurst War Savings Society at the home of Reynolds Marquart, 859 Thirty-second street, the service men and their admiring neighbors joined in good cheer at the banquet board which was overlaid with sumptuous "cats."

Those honored were: Lieutenant Clarence Peregrine, 6th Field Battalion, who was a radio instructor and returned only last night from France; Captain Herbert Fahy, 143d Field Artillery, son of Sergeant John Fahy of the Oakland police department; Private John La Forge, 143d Field Artillery; Private Alexander Hornish, 4th Artillery Division, who is now stationed at the Presidio, and Major Harry Huber, 143d Field Artillery, and Sergeant Matt Marwick, 143d Field Artillery, who is now an instructor in Stanford University. All the officers and men have just returned to their homes and all reside on Thirty-second street, between West and Market.

The entertainment was arranged by Mrs. Van De Mark, Mrs. Burt Johnson, Mrs. Agnes Osterdock, Mrs. M. Warner, Mrs. A. Biers.

L. W. Van De Mark was toastmaster and paid a glowing tribute to the men and their sacrifices.

The war heroes expressed their pleasure in being home and remarked of several changes in their neighborhood, the new barber changes in street car signs that confused them and other changes.

Dancing was enjoyed under a myriad of red, white and blue electric lights, topped by a huge welcome sign.

Lieutenant Peregrine enlisted in the signal corps in April 1917, and was sent to Fort Leavenworth, Kansas, where he entered the signal school, and at the end of nine months, was sent to France as master signal electrician of Co. A, 5th Field Battalion.

He fought in the second battle of the Marne, when the Germans were turned back from Paris; was ordered from the battlefield to the signal school at Langres, France, where he won his commission and was returned to the school as a radio instructor.

Big Loot is Taken From Shipping Firm

NEW YORK, Sept. 6.—Secrecy has been thrown around a robbery of the Lloyd Shipping Register com-

pany's office here, in which \$15,000 in cash and \$40,000 in securities are reported to have been stolen. The police and officials of the company remain silent except to say that the company's safe was rifled.

H. C. CAPWELL CO. H. C. CAPWELL CO.

BASEMENT STORE

SHOE SALE

Disposal Extraordinary During
Basement Week

Women's Black Kid and
Gun Metal Lace Shoes

with kid or cloth tops, military or low Cuban heels. Not every size in each style, but every style in the lot. **\$3.65**, Former \$5.50 values for

Black Kid Oxfords

with plain toes, covered French and turned soles. Former \$5 vals. for **\$3.65**

Brown Kid Lace Boots

with leather French heels and plain toes. Former \$8.50 values for **\$6.95**

Growing Girls' Button Shoes

of patent leather or gun metal; also patent cloth lace shoes with white cloth tops. Former \$4 values for **\$2.65**

Women's White Oxfords

Greatly Reduced **\$1.95**
Oxford of fine quality Nile cloth with covered French or low Cuban heels. Former \$3.45 values for **\$1.95**

Basement Store Only

Capwells COME MONDAY FOR THESE REMARKABLE SAVINGS

H. C. CAPWELL CO.

OAKLAND

H. C. CAPWELL CO.

Radiant Newness in Coats



Many New Utility Styles Here
for Misses and Matrons

Coats that are really coats—coats with belts and collars to fasten snugly. Lines long and graceful with a simplicity and youthfulness that are universally becoming.

Materials are quite varied—velour, kersey, polo and heather mixtures for knockabout wear and business. All have convertible collars and roomy pockets.

Prices—\$25, \$29.50, \$52.50

One model at \$29.50 is of all-wool velour kersey and is smartly belted. An exceptionally good utility garment. Sizes 36 to 44. Colors, navy and brown. —Second Floor



Fall Coats for "Sub-Debs"

Never were styles more beautiful nor more varied. The materials are Thibet, kersey, velour, broadcloth, duvet de laine, Bolivia and silvertone.

Utility and dress models for Juniors, Misses and petite Women, cleverly designed to enhance the sprightliness and charm of youth. **\$22.50 to \$75.00** —Suit Section, Second Floor

New Tailored Tricotine Dresses

\$39.50 and \$45

All smart straight-line models, some trimmed with braid and embroidery, others self-trimmed.

WOOL DRESSES in pretty models fashioned of wool velour, in tailored and fancy styles with smart vestees. Styles for juniors, misses and women. **\$25 to \$95** —Second Floor

Handsome Dress Coats

New materials, soft of texture and lovely of color, linings that you love to touch, glossy furs. Styles to suit the petite, average and stout figure. Developed of rich lustrous cloth, chameleon, peach bloom, fortuna, Bolivia, silvertone, uncel-tone and velour; also some very handsome 36-inch length coats of baffin seal.

Colors—navy, taupe, fawn, heaver, Pekin, Copenhagen, brown, black. Prices **\$55 to \$250**

Autumn Exposition and Sale of

Rich New Silks and Velvets

Fashionable fabrics of the new season assembled in a rich, handsome array of weaves and colorings. The correct materials for costumes for every hour of the day, and for every occasion.

NEWEST: CHINCHILLA SATIN—A novel weave of a beautiful, heavy quality and superior finish. Colors—regent, tapir, maduro, navy and black. Ultra-fashionable; 36 inches wide. Yard **\$7.50**.

RICH, LUSTROUS PAULETTES—In great demand for stylish street and afternoon frocks; 48 inches wide and in shades of black, navy and maduro. Superior quality. Yard **\$10.50**.

FAILLE FRANCAIS—In new fall shades of pail, nickel, pruneau, navy and maduro; 36 inches wide; firm, even weave and beautifully finished. Yard **\$3.95**.

RADIUM SILKS—A rich, soft silk in street and evening shades as well as in flesh and pink for dainty lingerie; 40 inches wide. A beautiful, new fabric—**\$3.50**.

SHIMMERING CREPE METEOR—Favored by fall fashions for street and afternoon frocks and evening gowns. In a wide range of colors. Rich, heavy body and high luster; 40 inches wide. Yard **\$3.50**.

RADIANT LINING SATINS in figured and floral designs and beautiful color combinations. Both cotton-back and all-silk satins and radiums in 36-inch widths. Yard **\$2.50 to \$5.95**.

SATIN SUPREME—Of soft, heavy quality varying from the vivid shades for evening wear to the darker street colorings. Firm body, high luster and 36 inches wide. Yard **\$3.50**.

IMPERIAL SATIN MESSALINE—Firmly woven and nicely finished. In all desired shades; 36 inches wide. Yard **\$2.50**.

TUB SHIRTINGS—Handsome stripes in a wide variety of colors and widths. Good weight and washable. Yard **\$1.75 to \$2.50**.

GLACE SATIN DE LUXE—In new two-tone effects. Beautiful fabrics in exquisite two-tone effects showing many color combinations. In shades for street and evening wear. Very new and fashionable; 36 ins. wide. Yd. **\$3.50** —First Floor

Silk and Lisle Poplins
Specially Priced at—
yard **\$1.39**
Attractive silk and lisle Poplins of excellent quality for a low price. In light and dark shades, including an abundance of navy and black; 36 inches wide. Come for these savings.

Special Purchase!
Charmeuse **\$4.39**
You will be delighted with its beauty and exceptional value. Splendid, heavy twilled-back Charmeuse in pail, La France, Argonne, navy, Copenhagen, taupe, maduro, American beauty, rose, peach, turquoise, Alzac, mauve and black. Ordinarily you would pay \$6.00 yard.

Crepe De Chine **\$1.93**
Specially Priced, yard **\$1.93**
Good weight silk in desirable colorings, including white and flesh; 40 inches wide and splendid value. —First Floor

Special Sale of All-Wool Serge—\$1.89 yard
Fine French twill—all-wool, of course. In two shades of navy only, and 41 inches wide. If you are planning a new navy blue suit or frock, take advantage of this unusual saving. —First Floor

BLACK SILK PLUSH—In great demand for trimming coats, for scarfs, coats and fall wraps. 46-inch Silk Velour Plush **\$11.50**
52-inch Silk Velour Plush **\$14.50**
58-inch Coatee Plush **\$7.50 and \$8.50** —First Floor

PAON DRESS VELVETS—Just arrived, ultra-fashionable Velvets of great beauty. In navy, granite, brown, wistaria and black; 36 ins. wide. Yard **\$5.50**.

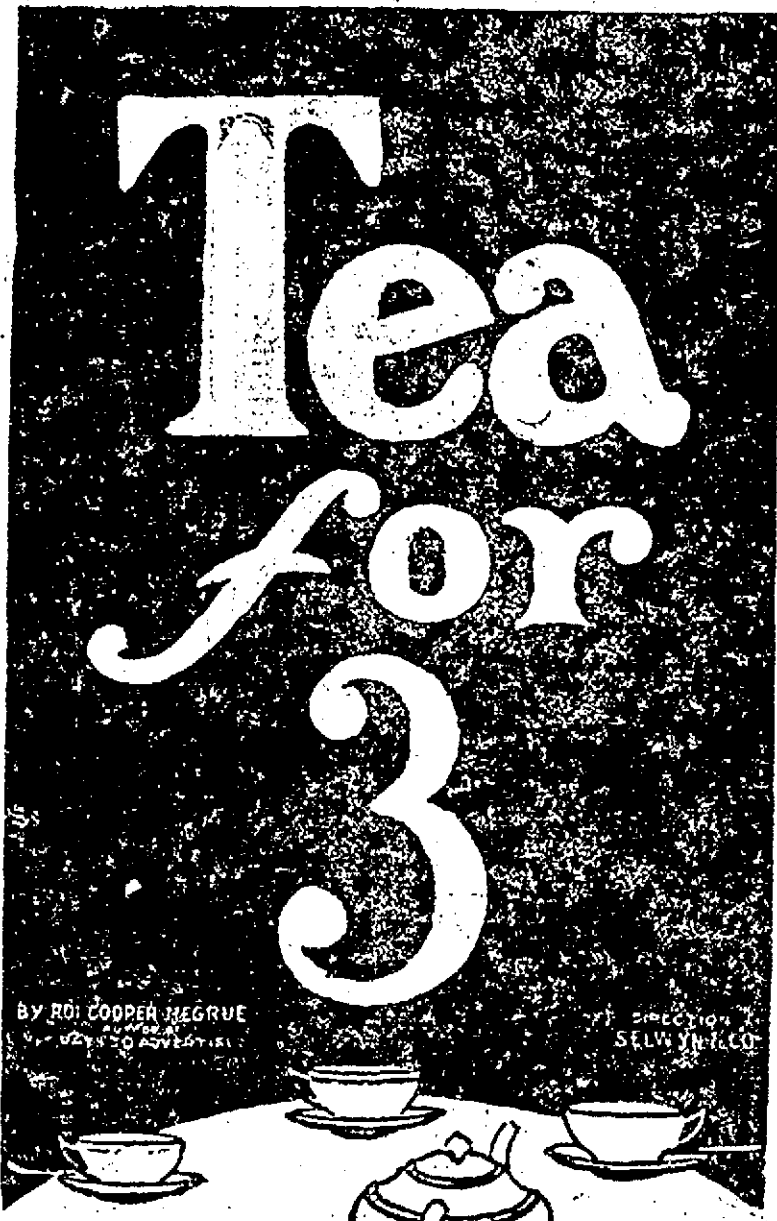
Fall Costume Velveteen
Good Value for **\$2.95**
Erect pile Velveteen of high luster. Taupe, navy, amaranthe, fawn, maduro and black are the colors.



Agent for Butterick
Patterns and
Publications

YE LIBERTY PLAYHOUSE

Oakland 600
Commencing Tomorrow Evening
One Week Only
Selwyn & Company Serve



A STIMULATING COMEDY!
WITH
NORMAN HACKETT
And An Excellent Cast.

A School for Wives, a Lesson for Husbands and an Example for Lovers.

One Year Maxine Elliott's Theater, New York.
Three Weeks Curran Theater, San Francisco.
Two Weeks Masou Opera House, Los Angeles.

Evenings, 5:00 to 11:50. Matinees Wednesday and Saturday, best seats, \$1.
EXTRA MATINEE TUESDAY (ADMISSION DAY), \$1.

Conting—The Great Carter.



**Look here
folks—
Dress Up for
the Holiday**

**We Can Please You—
Your Credit Will Pay**
Use your credit with us. Your name is as good as your money. It is a convenience for you—all we require is a small payment down and small payments each week.

This is the way—pay as you earn

In this assortment of FALL GARMENTS you will find just the color, material and style you are looking for. Our New York office has sent us wonderfully attractive bargains, such as you have not seen yet this season.

SUITS \$27.50 TO \$200
COATS \$20 TO \$100
SKIRTS \$6.50 TO \$20
DRESSES \$25 TO \$90
WAISTS \$6.50 TO \$17.50
JUNIOR COATS \$15 TO \$35

**Big Line of FURS of All Kinds—
Lowest Prices, With Credit**

**Remember, as you read—there is only one
price here—CASH OR CREDIT**

WE GIVE AMERICAN TRADING STAMPS

Eastern
OUTFITTING CO.
581 14th St.

H. C. CAPWELL CO.—

Clay, Fourteenth and Fifteenth Streets, Oakland

—H. C. CAPWELL CO.

See Page 11A for Basement Shoe Sale and Up-Stairs Store News

(Store Closed Tuesday,
Admission Day.)

Basement Week Sales

Our Semi-Annual Money Saving Event Begins Monday.

All the wide-awakes will be here promptly at 9 a.m. for this bargain carnival. Our Basement buyers have been scouring the markets for months in preparation for this event. The merchandise is now assembled, and shelves and tables and racks are bulging with stylish, dependable goods at prices that surely lend a helping hand.

Extra Special! Undermuslins

Formerly \$1.39 for..... **95c**
Women's attractive nightgowns and envelope chemises of good quality soft muslin trimmed with laces and insertions. Big bargain, so come early.

Undermuslins

Former values to \$2.95 **\$1.55**
Special purchase of a sample line of women's nightgowns and envelope chemises. Of good muslin, pleasingly trimmed with laces, insertions and ribbon. Well made and full cut. Wonderful values.
*On sale in the Basement Store only.

Women's Sateen Petticoat
Formerly \$1.79 **\$1.19**
Special purchase of women's sateen petticoats with elastic fitted tops and wide, attractive flounces. Lustrous finish and durable.

Women's Taffeta Flounce
Petticoats **\$2.95**
Wide handsome all-silk taffeta flounce fitted to "seco" silk tops with elastic band. Large range of colors. Big value.

Women's Fibre Boot
Hosiery **79c**
Slightly imperfect, otherwise they would be \$1.00 pair.
In cordovan, gray, mouse, navy and pearl. Wide garter top with reinforced foot. Fine lustrous finish giving the appearance of all-silk. Defects are slight.
On sale in the Basement Store only.

Children's Black Hose
Basement Week **12 1/2c**
Sale Price.....
In sizes 5, 6 and 7. Finely ribbed and in medium weight. Perfect and of good wearing quality.
On sale in the Basement Store only.

Children's Hosiery
3 Pairs for **\$1.00**
Slightly imperfect, otherwise they would be 60c pair.
In black, white and cordovan. Sizes 6 to 10. Splendid quality, greatly underpriced because of small defects which in many cases scarcely show.

Misses' Hose
25c pair
Slightly imperfect, otherwise they would be 50c pair.
Black cotton hose in sizes 6 to 9 1/2. Of fine ribbed cotton, suitable for dress or school wear. Will wear well despite the slight defects.

Extra!
Women's Vests **45c**
Shaped vests of finely ribbed and finely woven cotton. High neck and sleeves. Sizes 4, 5 and 6. Wonderful quality for so low a price.

Girls' Union Suits
Basement Week **55c**
Sale Price.....
Woolen, drop-crotch garment of medium weight for Fall and Winter wear. Exceptional value. Sizes 6 to 10 years.

Boys' Union Suits
Basement Week **55c**
Price.....
Woolen union suits in short sleeve and knee length—sizes 6 to 13 years. Underpriced for the sale.

Women's Knit Vests **15c**
Slightly imperfect, otherwise they would be 25c each.
Medium weight, finely ribbed with plain or fancy yokes. Low neck and sleeveless styles. Splendid values.
On sale in the Basement Store only.

Corsets
Special Purchase of **\$1.98**
"Regis" Corsets.....
New fall models that would ordinarily sell for \$2.48. Of sturdy white and pink coutil and pink brocades. Front and back lace models with stitched boning, well made and stayed and with four hose supporters. Big value.

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A Special Feature! Women's Silk Hosiery **98c**

Slightly imperfect, otherwise they would be \$1.75 pair
Heavily Underpriced
Silk hosiery in black and Havana brown. Come early for these!

"Burson" Hose

Three pairs **\$1.00**
for.....
Slightly imperfect, otherwise they would be 50c pair.
Finely ribbed with white feet. Secured at great savings because of slight defects, which do not, however, injure the wearing quality. Of mercerized lisle.

Women's Fibre Boot
Hosiery **79c**
Slightly imperfect, otherwise they would be \$1.00 pair.
In cordovan, gray, mouse, navy and pearl. Wide garter top with reinforced foot. Fine lustrous finish giving the appearance of all-silk. Defects are slight.
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Here's a Wonder Sale

Women's New Silk **\$14.29**
and Wool Dresses
Special purchases including values up to \$25.00. Smart new styles in wool jerseys, serges, satins and taffetas. All sizes from 18 to 44. The latest shades, and many styles to choose from. Come for these!
—On sale in the Basement Store only.

Special Purchase of
Women's Dresses **\$17.95**
Satin, serges and taffetas form these stylish new frocks. In all the new and wanted shades with the latest touches of trimming. Complete range of sizes. At dependable savings.

Women's Satin Dresses
Specially Priced at **\$21.69**
Attractive new styles—some with Georgette sleeves and vestees, others with tunic overskirts, and still others are adorned with braid and embroidery. Durable satin with lustrous finish. Big savings.

Women's Fall
COATS
Specially Purchased
To Sell Basement Week **\$23.95**
Stylish coats decidedly underpriced. Of jerseys, mixtures, velvets and velours in a wide variety of styles and colors. Loose back and belted models in good all year 'round weight. Fur and plush trimmed. Come!
—On sale in the Basement Store only.

Women's Fall Coats
Special purchase that included values up to \$27.50. **\$17.45**
Loose-back and belted styles in the season's newest shades. Attractively trimmed with fur and plush. Half and full lined. A very exceptional sales group.

Sample Line of
Women's Fall Coats **\$32.65**
Special purchase of 25 coats whose regular values would be \$39 to \$45.
Materials are silvertones, velours, meltons and chevrons with plain and fancy linings. Many fashionable new models trimmed with fur and plush. Limited number so shop early.
—On sale in the Basement Store Only

Extra!
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Here's Bargains

Millinery

150 Trimmed
Hats **\$2.50**
at - -

Hats of silk, velvet, plush and some Lyons velvet. All trimmed in new and effective ways with ribbons, fancies, flowers and novelties. Black and newest colors.

Trimmed Hats
at **\$4.95**
New models specially purchased for this important event. Small, medium and large shapes in black, brown, beige, navy and delft blue.

Extraordinary!
Sample Line of
Georgette **\$6.89**
Blouses
Former values to \$12.50
Beautiful waists handsomely trimmed with embroidery—many are beaded. Newest styles in a large assortment of street and dress shades. They're wonders.

Women's Silk Blouses
Formerly **\$4.69** for..... **\$3.55**
Newest styles of Georgette Crepe and crepe de Chine. Good assortment of styles and colors, beautifully trimmed. Many are handsomely beaded. Exceptional values.
—On sale in the Basement Store only.

Lingerie Waists **\$1.17**
Formerly \$1.69. Of good quality voile in newest styles. Prettily trimmed with lace and embroidery. Bargain extraordinary. Come and see them.

Lingerie Waists **\$1.47**
Formerly \$1.95 and \$2.39. 500 in this choice sales lot. Dainty laces and voiles in newest styles. Prettily trimmed. Come for these.

Silks
EXTRA! 36-INCH TUSSEAU SILKS—For linings and children's wear. In such combinations as rose and blue, tan and rose, pink and gold, henna and Copenhagen, etc. Formerly \$1.39 yard. **89c**
SILK-MIXED POPLINS—1000 yards of fine quality silk-mixed poplin in all colors, including black and navy. 36 inches wide and good, durable weave. Formerly \$1.39, for..... **95c**

CREPE DE CHINE—36 inches wide and in the desired colors, including plenty of flesh and white. Firm weave, insuring wear. Basement Week **\$1.63**
MILL ENDS OF LINING SATINS—HALF PRICE—Unusual sale! Beautiful figured and floral designs in lining satins and printed radiums. Lengths 1/2 to 5 yards. Sale Price..... **\$1.69**

EXCEPTIONAL! NOVELTY DRESS SILKS—A choice collection of 2200 yards of fancy plaids and stripes in street shades. Chiffon taffetas and satin meselines that would ordinarily sell for \$2.50 and \$3. During Basement Week **\$1.83**
—On sale in the Basement Store only.

58x61 Tablecloths **\$1.49**
Hemmed pattern tablecloths of good weight and finished with a high luster. Circular designs in floral and conventional patterns. Exceptional value.

Table Damask **69c** Yard
64-inch mercerized table damask in a wide variety of floral and conventional designs. Good weight and fine luster. Exceptional bargain.

Mercerized Napkins **\$3.19** doz.
Slightly imperfect. Hemmed napkins of good weight and high, lustrous finish. Priced so low because of the minute defects. 20-inch size. A big value.

Finer Napkins **\$3.49** dozen
Slightly imperfect. Unhemmed and of extra heavy, long-wearing quality. Large assortment of floral and conventional designs. 20-inch size. Exceptional bargain.
—On sale in the Basement Store only.

Towels

Huck Towels **17c**
Slightly imperfect. Excellent hand towels at a bargain price. Hemmed. White and colored borders. Size 14x22.

Huck Towels **23c**
Slightly imperfect. Hemmed ends with white and colored borders. Good weight, absorbent quality and very slight imperfections. Size 18x38.

Huck Towels **19c**
Slightly imperfect. All-white and some with colored borders. Size 17x39. Good weight. Decidedly underpriced.

Crash Toweling **19c**
Formerly 25c value. All-white, extra heavy and absorbent. 16 inches wide. Supply yourself now at the-e unusual savings.

Turkish Towels **12 1/2c**
Slightly imperfect. That's why they are priced so low, but will wear durably; 15x32 inches in size. Make fine hand towels.

Turkish Towels **19c**
Slightly imperfect. Heavily underpriced because of small imperfections. Size 16x31, in all-white with hemmed ends.

Turkish Towels **29c**
Slightly imperfect. All-white with hemmed ends. Sizes up to 20x48 in the lot. Greatly underpriced.

Turkish Towels **59c**
Slightly imperfect. A splendid value, nevertheless, as the defects are very small. In all-white with hemmed ends. Size up to 25x48.

Turkish Toweling **19c** yard
Slightly imperfect. Big bargain. Bleached Turkish toweling, good weight and absorbent. Widths 16 to 22 inches.

Honeycomb Bath Towels **19c**
Slightly imperfect. Size 18x36 inches. All-white with hemmed ends. Long wearing and absorbent. Defects are very slight.

Honeycomb Bath Towels **29c**
Slightly imperfect. Extra good weight, long wearing and absorbent. Size 20x40 inches. Hemmed and with pretty pink and blue borders. Big bargain.

Blankets

55x72 WHITE SHEET BLANKETS with pink and blue borders. Good weight and warmly fleeced. Big **\$2.29**
bargains at.....

WHITE OR GRAY COTTON BLANKETS Size 64x76, with fancy borders. Good weight and well fleeced. Basement Week **\$2.95**
Sale Price.....

72x80 COTTON BLANKETS in white or gray of extra good weight with fancy borders. Exceptional value for..... **\$3.79**

FANCY PLAID COTTON BLANKETS Doubled size. Warm and heavy. **\$2.95**
Big value at.....

WHITE COTTON BLANKETS—Good weight and warmly fleeced. Size 66x80. With pink and blue borders. Exceptional **\$4.95**
value for.....

WOOL-FINISHED BLANKETS of extra fine quality with wide silk bindings and colored borders. Size 70x80. Underpriced **\$6.95**
for Basement Sale at.....

Bedspreads

CROCHETED BEDSPREADS in a large assortment of patterns. Good weight and hemmed ends. Doubled size. **\$2.29**
Sale Price.....

SCALLOPED CROCHETED BEDSPREAD of good weight and attractive appearance. Doubled-size in many pretty designs. Sale Price..... **\$2.98**

CROCHETED BEDSPREADS in doubled size. Extra good weight and large selection of designs. Sale Price..... **\$2.95**
On sale in the Basement Store only.

Silkoline **\$2.95**
Comforters
Exceptional sale item! Good weight, scroll patterned. Fine assortment of light and dark patterns. Double-bed size.

PILLOW CASES..... **23c**
12x36 inches and of good, durable muslin, made the right way of the goods to prevent ripping. Very special value.

SEAMED SHEETS..... **\$1.39**
81x90 inches. Extra heavy quality with welled center seam. Bargain extraordinary.

SEAMLESS SHEETS..... **\$1.59**
A star item—one of the best in the Basement Sales. Of extra heavy muslin and made to stand hard wear. Size 81x90.

HEAVY MUSLIN **\$1.14**
A special bargain at this price. Good, sturdy muslin with welled center seam. Size 72x90.

FEATHER PILLOWS **\$1.19**
Size 17x21. Filled with thoroughly cleaned new feathers and covered with fancy ticking

BALLROOM and social halls for rent, rears. Maple Hall, Oakland 2829.

S. F. CHIROPONISTS

THIS FOOT Specialty Shop, 43 Post st., S. F., 23 years' experience does all kinds of foot ailments, corns, warts and sore and painful feet; can guarantee results when others fail. Special shoes. Special Corners. All kinds of foot appliances.

ANY girl in sorrow, perplexity, needing consolation, or distressed and lonely, or write Miss N. Hudson at Salvation Army Home, 2505 Harrison St., S. F., for help.

ARRD you moving to Los Angeles? We must come to Oakland by Saturday, and we need a place to stay. Our coat lowered to both by sharing. **Maxwell Tribune.**

Continued on Next Page.

PERSONALS—Continued.
DR. EMMA LER. D. C. P. healing practitioner, mind, body, teaching, ph. Lake, 11501 2172 Telegraph.
DIAMONDS bought, Perry H. Green, 231 Adams st., Oak. 0665; will call.
C. J. McKel (carpenter) address, 2324 Oakland Tribune, for information, to your interest.
GIRLS in distress or trouble of any kind will find a friend in the mission of Rest Cottage, 127 12th ave. Hopkins st. line, car G. Merr. 2185.
GOT back sooner than last meet me at Argonaut Monday at 10:30. Box 582.
GAS Consumers' Association reduces your bill 15% to 20%. 364 12th st.
PUBLIC WHIST tournament every afternoon and evening except Monday night and Thurs. 1618 San Pablo ave.
IF Mr. or Mrs. H. Foster are living in Oakland, will they please communicate with H. H. Ford, U. S. S. 582.
IF sick or in trouble I will pay for you. Unknown. Box 1015, Tibbatts.
L. S. F. Come to 2854 Grove st. Berk. or go to P. O. for letter. Millie.
MY WIFE, Julia L. Foster, having let my wife contract for a house, I am responsible for her and after this 5th of September, 1919, (Signed) HERBERT A. FOSTER.
NOTICE is hereby given to the public that I will not be responsible for any bills contracted by my wife, Mrs. H. H. Duke, on or after this 5th of September, 1919, and after this 5th of September, 1919, (Signed) H. H. Duke.
SCENARIOS WRITTEN. Write for our free book. We will help you to put new twists into your stories. Feature Photographs Company, Los Angeles, Calif.
SOCIAL club, every afternoon and evening except Monday, night and Thursday, 1618 San Pablo ave.

Wanted at Once

Experienced Machine and Bench Hands

Apply ROOM 406 PACIFIC BUILDING, 16th and JEFFERSON STS.

(Strike Conditions)

Wanted at Once

Experienced Alteration Hands on Women's Garments

Wages---\$3.34 Per Day or \$20 a Week

Fitters and Pressers Also Wanted

Apply Room 406, Pacific Bldg.

16th and Jefferson Streets, Oakland

(Strike Conditions)

Wanted at Once

Experienced Machine and Bench Hands

Apply ROOM 406 PACIFIC BUILDING, 16th and JEFFERSON STS.

(Strike Conditions)

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Experienced Machine and Bench Hands

Apply ROOM 406 PACIFIC BUILDING, 16th and JEFFERSON STS.

(Strike Conditions)

TRU-MALT SYRUP

Makes a home beverage.

\$1.50 for five gallons.

We are sole agents.

The only Barley Malt Syrup in the trade.

604 14TH STREET

TEXAS OIL LANDS

I have Texas oil lands. Will give an authentic report on your holdings or look up something good. Bank references. Send words to address Box 2111, Tribune.

WRITE A SON—Love, mother, home, childhood, patriotic or any subject. I compose music and guarantee publication. Send words to address. Thomas Merfitt, 804 Reeper Block, Chicago.

YOUNG married couple would like to adopt baby, 2 to 4 years old. Home, best references. Box 2009, Tribune.

WATCHMAKERS AND JEWELERS

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Makes a home beverage.

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604 14TH STREET

HOUSES TO LET—UNFURNISHED
Continued

5 rooms upstairs; store, ice box, 2 large downstairs; rent, \$35. 5624 E. 1st. Call 2-1000.

2-BR. apt. in new 2-story brick factory, 602 Castro. Owner Philmont 1116J.

2 RM. colt, partly fur., garage; 1 1/2 baths, 1014 25th. Call 2-1000.

2-ROOM cottage on large lot; rent, reasonable. 285 Sanchez st. S. E.

TO LET, FURNISHED
FLATS

BUY elegant furniture and rent. Inexpensive 4-room flat, 6174 Hillegas.

CLOISCE 6-room flat, strictly modern 4 minutes' walk to business center. 1000 1/2 E. 1st. Call 2-1000. (Furn. for sale; reas.; open from 11 to 12) 2312 Electric ave., Ph. Lake, 44.

FALLON, 616—Basement flat 3 rm. bath, gas, colt. Fr. train; furniture, 1000 1/2 E. 1st.

NICE 4-room sunny flat, 2520 O. avenue.

ONLY \$25—Sunny, modern, 3 f. bath, sp. porch, private entrance. Call 2-1000 for baby. Ph. 79, 1st. Vaie 134J.

SUNNY flat of 6 rooms, completely furnished. Phone MC 4000.

4 ROOMS furnished; sleeping porch with beds; \$35. Adults, 124 Hamlin Way.

4 RM. upper flat, 3 beds; close to school. 781 17th.

\$32—NICELY fur. 4-rm. flat; 1 bath; phone. 836 32d st.

5 RMS upper flat, well furn. Show room, 440 25th. 4th fl.

3 NICE rooms, kitchenette, \$25; colt free; adults, 3152 Elm st., nr. T.

4-ROOM flat; private bath; \$35. 5th room, \$25. 719 11th st.

HOUSES

SINGLE employed lady desires
a home, preferably detached,
with couple or 3 adults; con-
venient to cars, locals. Fruitful
offerings.

A 7-R. house between Broadway and
Lake for rent; furn. for sale; also
for dressmaker or practitioner.
Call 1551, 1551.

A MODERN 3-rm. bungalow with
driveway, close to S. F. trains; all
new. 1082 67th st., nr. San Pablo
Ave. PLAT for rent, also furnished.
Call 1541, 1541.

ATTENTION—3-room bungalow with
bath and sun porch, situated on C
line; turn. \$25. Phone Furr. 103

COTTAGE, UNFURNISHED
FOR RENT
4 rooms and bath; gas and electric
stove; S. E. corner of 45th and Emerson
streets; 1 block west of 45th.
Telephone Berkeley 266-J

FURN. 6-rm. bungalow, breakfast
room, sleeping porch, conservatory,
garage; beautiful res. st., 3 bldg.
E. N. Beach. 1564 Burbank Ave.
Call 1564, 1564.

FOR RENT—Fine house, 7 rooms and
choice neighborhood; 10 minutes
to city (11th and Broadway; rent
apply or premises, 12 to 4, 600.
Waverly ave.

FOR RENT—Modern fur. bungalow
with bath, 4th, 12th and 14th
1907 Chestnut st., Alhambra, Adelt
Call bet. 10 a. m. and 1 p. m. Sundays

UNFURNISHED house to lease: 8
3 bedrooms, sleeping deck; 3 bathrooms,
furn., and Broadway; rent \$250
per mo. Piedmont. Ph. Pied. 2278

UNFURNISHED cottage, 3 rooms, 25th
and 11th st., near 23d ave., station

FURN. 7-room house, hdwd. floors,
modern; lease. \$55. Tel. Alhambra
416.

UNFURNISHED house for rent. Approp-
riate. Call 1541 Realty Co. 9th
Syndicate building.

FURN. 3-rm. bungalow with sleeping

FURN. canvas house, partly shingle

2 big rooms. Fruitvale 563W.
POTIN, 3-room, house, water, gas and
lights; \$18. 512 Central ave., Alhambra.
POTTER, furnished, 3 room bungalow,
all modern, garage; \$10. 719
Ked. 7155J 51st st., after
Hollywood.

RICKS, 2-room modern bungalow,
low, furnished; no garage; owner
on premises Sunday. 5250 Bryant av.
NHO wants to live near the lake in
the mountains. 1 bedroom furnished apartment
and would exchange house or apt.
or unfurnished, with 2 bedrooms
in the same area. Call Mr. [illegible] High
School, phone name? Merritt 2356.

SILL, new furnished, modern, 4-room
bungalow, couple without children.
Sept. 15, Elmhurst 353.

MODERATELY furnished sunny front
porch, 2 room hardwood floors
parlor, adults, \$40. 1153 Francisco
St., Los Angeles.

ARM, furniture and basement
water; \$20 per month. 141
East 20th st.

RM, house \$18; furniture for sale;
\$15. 115 Hayes st. S. P. car to Seminary
ave.

RM, cott., partly furn., garage; \$40
107 Oak Vista, E. Oakland.

RM, bungalow, nicely furn., large
backyard, adults only. 2415 Filbert st.
Call 2-10.

SUNNY cottage, 5 rooms; large
backyard; adults only. 2415 Filbert st.
Call 2-10.

FLAT of 3 rooms, furnished on

unfurnished. 1341 North Side ave.
SMALL, sunny furnished flat or
apartment; vast view of lake;
Room 14 Franklin school.
FURNISHED 4-rm. bungalow or
upper flat; close in. Kc 12315 Tri-
bune.
GORG - Furn. flat or small boun-
galo, adults. Room 415, Menlo Hotel.
SMALL, furnished flat or three-
room, unfurnished. Phone O. 9267.
FAMILY of 4 adults, a 5 or
more room modern house, unfur-
nished, fully furnished. Will
lease for a year. Lake, 4234
Franklin School.
FURNISHED in Oakland, 5 rooms
and garage, nr. Key Route and car line;
affordable, permanent tenants; adults;
no pets. Phone 2-1000.
FOR early October, by responsible
and careful couple with one small
child, six or seven-room unfur-
nished bungalow; house with gar-
age; must be modern in room
location; lake, piedmont or Berke-
ley preferred; bank references.
FAMILY of adults would like 5-room
bungalow, convenient to street cars
and S. P. trains. Phone Dled. 7211V.
DENSE furn. or unfurn. large yard
convenient schools; prefer Fruit-
vale, Berkeley, or Oakland Bay Club.
Wanted east of Grove and In-
side 40th. Owners only. Box
2740, Tribune.
LEASE WANTED

3-7 room, mod. bungalow; garage;
commut.; refs. 4505 North Court.

DDERN, sunny 3 or 6-room cottage
or flat by responsible family; in
good location; for one year. Excel-
lent care. Ref. given. Mrs. W. Nei-
son, 1745 Ellis st., S. E., Apt. 1.

OF, with small family, adults de-
sires small house or flat, furn. or

RESPONSIBLE party wants to rent, or lease, on or before Oct. 1, modern 5 or 6-room bungalow or house; preferably College ave. and Claremont district; good car taken; references furnished. Pld. 6562-4.

HOUSES FOR SALE

\$3750.00
four-room bungalow; hardwood
floors all rooms; garage; Claremont;
Box 12259 Tribune.

BUSINESS PROPERTY FOR SALE

AGAIN—In business property
dividing an estate. Box 26
Tribune.

Merchant Tract
7TH AND GROVE STS.

day, Monday and Tuesday; prices low and on terms to close estate.

FRED T. WOOD CO.,
Main Office 305 Syndicate Bldg.,
Fract Office 67th and Grove Sts.

PROPERTY—Grocery, fixtures and
stock, for sale; close in, up-to-date
 bargain. Owner, Box 12176, Trib.

100—Store and 22 rooms; 60x150;
per Telegraph ave., near K. R.;
per 15 per cent income. Box 2517.
thurs.

FLATS FOR SALE

—UFT— 2 flats; income; lot 50x150.
—60 down, \$20 monthly; at Man-
—agers' shipyard; lot 15x50. Owner,
—agent. Immediate possession.
—Address Box 2518, Tribune.

BARGAIN

—900— 2 Family flats; rent for \$35
—monthly; choice location; \$350 cash
—handle this; balance long time.
—and Lot & Building Co.,
AKLAND LOT & BUILDING CO.
—412 Syndicate Bldg.

[illegible]

CTLY modern flats, hwd floors, plastered walls; both flats clean, newly painted; fine home; 11 per cent net income; garage for 2 autos; lot 40x115; near K. R., between Telegraph and Shattuck; immediate possession; furnished if desired; terms cash. Owner, lower E. 536 62d st.

modern flats, 5 and 6 rooms, utilities, etc.; upper flat occupied; owner, lower flat always rented; owner, 1000 40x100, near S. P. and R. 1002 Alleen st., bet. 56th and 57th.

flats, none better, near locals; 1000 40x100, near S. P. and R. 1002 Alleen st., bet. 56th and 57th.

RM. flats turn with 3-room rear
stage turn; rent, \$65; lot 45x125;
Berkeley.

school, \$1500; terms,
ts, 1 room each, furnished; lot
178; 2 windmills; engine; 7000-
ton tank, fruit trees, garage.
ce \$3000; rent, \$11. Inquire 1763
h ave.

176. INTEREST

o flats; strictly fine, with gar-
close to street car and S. E.
\$1300 payment, bal. monthly.
E. C. JEFFREYS,
and 2160. 1706 Broadway.
1ST class flats, 6 and 7 room-
one in; cheap for cash. Owner.
Writ 2543. Box 8432, Tribune.

TO LEASE.

TO LEASE
Furnished or Unfurnished
Oakland, facing Lake Merritt, sufficient two-story 12-room residence, located on beautiful corner, green blocks from city hall; three room suites with baths; unsurpassed view of lake and hills; will be term of years. R. & N. 414 15th st. Oak. 1617.

A CITY RANCH

close-in acreage generally pays more than a larger place way out in country. Take a look at Chippewa, 69th Ave. and Fossilhill boulevards, near schools, car lines and San Jose transportation. Lots 75x200 larger. Prices \$550 to \$700; very firm terms. This combines the ad-

8 ACRES IMPROVED
miles from Livermore; fine
loam soil; has about 300 bear-
ing apple trees, 3 barns and

of seeds, wildfruit and clark; well
for fruit, nuts, chickens, ad-
etc. price only \$7000; terms.
J. JACKSON & SONS
indicate bldg. Lakeside 798.
DD stock and grain proposition
35 per acre; 800 acres with im-
plements; near Stockton; one
to railroad. Address 1509 Le
ave., Berkeley.
T 12 acres near Walnut Creek.

for fruit and poultry; a real
barn. Box 2722, Chubbuck.
sacrifice; 5-acre chicken ranch
Oakland, if taken at once,
Piedmont 1831.
LFA dairy ranch; mo. income,
terms. Also low hill ranch.
racer. 2023 Delaware, Berkeley.
CLOSE-IN STOCK RANCH
acre hill ranch, 3 miles from

and wooded, fenced and some improvements; this is probably best pasture belt in California; full surroundings and very accurate; price \$17,500; no trades considered.

T. MINNEY, 436 13th St.

DO YOU KNOW

20 or 40 acres at San Joaquin make you independent? Fine city

man who knows the full value and water, will say: Get in Terms easy; \$17.50 per acre balance 10 years. Soil certificate your protection. This add. is as represented. Free trip by make reservations. SEEING IS BELIEVING. Free booklet on re- VALLEY GARDEN FARMS Exclusive representatives. 10th at. Oakland.

10 hog houses, bath, large house with 10 rooms, 10,000 worth improvements, but four miles of fence, mostly light; spring and well water all over ranch; this is a big and a producer; \$12,000, \$5900 no exchanges.

MUNN CO., 426 13th St. N.

FOR SALE

erces river bottom sediment
at less than \$100 per A. Good
under gravity irrigation. 40
lba. produces 5 crops a year.
\$200 an A. Terms.

GEO. M. DAVIS WITH
FRED T. WOOD CO.
Syndicate Bldg., Oakland, Cal.
le 212. Open Sundays.

D SALE—5 or 12 acres, 1 mile
out Creek; 15 miles Oakland;
per acre. Worth double.

continued on Next Page.

News of Great Eastbay—What People of the Golden State are Doing

CITY PLANNER URGES PARKS ON RICHMOND

RICHMOND, Sept. 6.—Through the efforts made by other Eastbay cities through the numerous local factories was the decision reached and plans for the construction of parks and playgrounds were launched.

Cheney told the citizens of Richmond the great gains to be made by proper community planning. It was his belief that the creation of a planning commission to head investigation and oversee all important community work was necessary. The creation of three major zones, industrial, business and residence, would be the first step of the plan, and with these as the foundation the city could meet its natural growth during the next twenty-five years, he said.

CITY SURVEYED.
Cheney said that he had made a survey of the city last week and was convinced that there were various sites where excellent parks or playgrounds could be constructed. He recommended that proper investigation be made by a reliable committee for action on the matter. Following his suggestions a resolution was adopted by the members of the council urging the establishment of such a commission and it will be presented to the city council at the regular meeting Monday night.

"The best solution for bringing business to the city is to give the residents of this city," said Cheney, "to create your zones through a zone ordinance."

"There is no safer place for your industry to locate in the city than has parks and playgrounds to make the workers and their families content. A worker is only contented when his family is. The best way to give them all of the natural things the city can offer."

PARKS ARE URGED.
Among Cheney's suggestions for a system of parks and playgrounds were the following: "Pleasant parks on the various roads of the city; parks for ball grounds, tennis courts, etc.; a 100-acre park to be set aside for wild animals; playgrounds for small children."

Cheney admitted that the construction of all of these would be a rather large task, but said that it was up to the present residents of the city to look ahead and figure what advantages it is to be possible in twenty-five years from now by the work being done at the present time. "Richmond is growing," said Cheney, "and so fast is its growth that one cannot believe it to be possible. Looking right up and down the business part of the city, it is easily noticed that there are new structures being added daily and the rest of the city must be improved also."

The attendance at the meeting included several members of the city council, property owners, business men and residents. Many suggestions that Cheney's plan, as outlined, were made by the interested audience. Councilman Garrard and City Attorney Hall asked many questions about the plans and seemed satisfied.

"Because of the absence of Chairman Charles Donnelly, who was called away to Antioch on urgent business, W. T. Helms, superintendent of schools, acted as chairman of the meeting."

VACAVILLE
VACAVILLE, Sept. 6.—Miss Montilla Gates visited in San Francisco this week.

Miss William Weldon left this week for Oakland to enter Mills College.

Mrs. E. Thompson is home after a visit to Gridley.

Dr. and Mrs. E. C. Sisker and three sons, Los Angeles, visited here this week.

**TAKE HAIR OUT
NOT OFF THE SKIN**
Hair is bound to grow out corner and still, when merely removed from the surface of the skin. The only permanent way to get rid of hair is to attack it under the skin. DeLacelle, the original electrolytic method, does this by electrolysis.

Only genuine DeLacelle has a money-back guarantee in each package. At retail stores in all cities. \$1 and \$2.00. Get it from us in plain wrapper on receipt of price.

FREE book mailed in plain sealed envelope on request. Dr. DeLacelle, 123th St. and Park Ave., New York.

**For all
Diseases—**
The celebrated Chinese Medicinal Herbs will positively help you, no matter what your ailment. These herbs are nature's own remedies and will build up and restore your health, if you do not wait too long.

No cost for consultation. Office Hours—10 to 7; Sundays, 10 to 12.

Dr. Chan & Sons
Chinese Medicinal Herbs
123th St. and Park Ave., New York

MRS. RENA B. LAUFER, Northern California delegate to Macabees convention at Port Huron, Mich.



HIGH HONOR GIVEN
WOMAN BY LODGE

RICHMOND, Sept. 6.—High honor at the hands of the Macabees Lodge has been given to Mrs. Rena B. Lauffer, a Richmond woman residing at 243 Chandler avenue. She has been appointed as delegate to attend the Quadrangle Supreme Review of the Women's Benefit Association of the Macabees to be held at Port Huron, Michigan this month.

On September 8, Mrs. Lauffer will leave this city for the east as representative of the northern part of California. Only one other woman in the State has been given the same honor.

The appointment of Mrs. Lauffer as northern representative came about following the recent convention of Macabees at the Hotel Oakland. She was chosen by the executive officers of the organization from the various branches of the order throughout the State.

Over 2000 members are expected to attend the Supreme Review, but of these but fifty or so will be honored delegates. Mrs. Lauffer being one of these. A Peace Jubilee is to be held and those present will participate in the celebration.

Mrs. Lauffer is expected to arrive in Richmond on Thursday afternoon by local train. She will leave here on the afternoon of September 8, for Port Huron.

A farewell party and entertainment was tendered Mrs. Lauffer at the Macabees' meeting hall last Thursday afternoon by local members. She will leave here on the afternoon of September 8, for Port Huron.

Mrs. Lauffer expects to be gone four months, during which time she will tour the eastern States.

**MOTORS GREETED
BY LIVERMORE**
LIVERMORE, Sept. 6.—The United States army's motor truck train passed through Livermore between 11 and 12 o'clock yesterday.

The trucks and 250 men, on their long journey across the continent from Washington, D. C., to Oakland, under command of Colonel McClure, passed through Livermore. They found the streets here lined with the townspeople who had turned out to greet them, and as the line of trucks filed past the town square, passing out to the boys' 100 watermelons and ten boxes of grapes.

Official moving pictures of the convoy were taken at points along the route. The first Sergeant, George L. Lacey, assisted by Sergeant M. A. Griffin, who reached town ahead of the convoy in a high speed car, furnished to the government by the Firestone Tire and Rubber company.

A reward of \$75 has been offered by Dr. C. W. Mack for the recovery of his Greyhound motor car, which was stolen Tuesday night from his garage at the Livermore sanitarium.

A new weekly newspaper, to be known as the Livermore Journal, will be started here next week by George Oakes Jr., one of the publishers of the Livermore Journal, who has rented the H. B. Anderson building on First street near L for use as the office of the new paper.

TRACT WILL GO ON SALE TODAY

The Fred T. Wood Company, with offices in the Syndicate building, Oakland, will place the Merchant Tract (formerly the California State League ball park) at Fifty-seventh and Grove streets on the market today. Sunday, Monday and Tuesday have been set aside by the Wood Company as the three big sales days and it is expected that most of the lots will be sold on those three days.

The property is being offered at low prices to close out the Merchant estate. It is in the center of a well-built-up residence district, is two blocks from the Key Route and within 12 minutes from Fourteenth and Broadway, has direct transportation to the University of California.

"Prices in the Merchant Tract for home sites are as low as \$22.50 a front foot, and for business property on Grove street as low as \$37.50 a front foot," said Wood today. The tract is 102,100 feet and the lots include streets, sewers, gutters, curbs, water and gas mains, all first class in every respect. I consider the Merchant Tract as the best real estate buy in Oakland today. It is as good a buy as Lakewood Park or 'The Oaks,' and 'The Oaks' was sold out in ten days.

**NATIVE SONS PLAN
PARADE FEATURES**
The participation of the Alameda county parlor, Native Sons of the Golden West, in the big Admission Day celebration, which will be held in San Francisco next Tuesday, will be on a large scale and the plans for it are being completed by the committee in charge. It is expected that at least 2000 members of the Eastbay parlor will take part in the parade.

Every Eastbay parlor will send a large delegation of uniformed members, bands, drum corps, and decorated floats. A special plan of honor has been set aside for the members of the parlor who saw service. They have all been united to turn out and a keen rivalry has arisen as to which Eastbay parlor will make the best showing.

With Grand Third Vice President Harry G. Williams, Grand Trustee William H. Hayes and Frank M. Carr, all members of the Eastbay parlor, these organizations will play an important part in the big day. Every parlor has appointed a sub-committee to act with the seniors. Committees are over, and enthusiasm has been shown in Alameda county's participation.

The big membership campaign of the Eastbay parlor is well under way and additional impetus will be given to it as the Admission Day celebration is over. The plans for the parade are being planned by all the parlor and it is expected to add a thousand new members to the rolls in the next two months.

**AMERICAN TOWNS
HONOR LAFAYETTE**
SAN FRANCISCO, Sept. 6.—Colonel Charles Stanton, the American army officer who coined the now famous phrase "Lafayette, we are here!" on the arrival of the American army in France, was the guest of honor today at the Lafayette Day exercises.

Mayor Ralph, the French consul general and city officials attended in a body.

Supervisor Andrew J. Gallagher presided.

Fifty American cities in various states from the Atlantic to the Pacific observed the day with fitting ceremonies.

There was a dual celebration in New York city—one for Lafayette and the other in commemoration of the battle of the Marne, when German hordes of von Kluck and the crown prince were stopped in their mad rush for Paris and rolled back.

M. Jusserand, French ambassador to the United States, was the guest of honor at the celebration in New York, while the chief address was given by Allyn T. Harrek, who was the war broke out.

Wreaths were placed on the statues of Lafayette and Joan d'Arc.

**War Hero, Wounded,
Will Visit Alameda**
ALAMEDA, Sept. 6.—John J. Askins, California service man who was in all of the big American battles in France, is the guest of his sister, Mrs. Irma Platow. In this city. Four of his companions were killed in one action while grouped about Askins. He was under the command of Colonel Archibald Roosevelt. He was wounded, passed and hit with a hand grenade, and sustained a permanent infection of the right ear. He is now recuperating in the hospital at the Marine Corps in England, where he was injured in fighting on the seven fronts which overwhelmed the Hun at the final

AUTO LOOTER IS GIVEN JAIL TERM

As a result of information supplied by the police, charging that John Duddy was one of a notorious band of "curbstone thieves" which has been looting standing automobiles, Duddy was sentenced to serve six months behind the bars of the city prison in Police Judge George Samuels' court yesterday.

Duddy was specifically charged in court with stealing automobile robes, valued at \$15.

Thefts of suitcases, doctor's bags, robes, overcoats and other articles for the past two months from standing machines have resulted in losses aggregating several hundreds of dollars, say the police.

The thefts are committed by the deftest crooks, because of the chances taken in daylight. Car owners have been known to leave their machines in the heart of the business district for only a few moments and on returning find that articles have been stolen.

Two or three youths have been arrested in connection with the petty thefts. Duddy is only one of the most serious offenders, in the opinion of the police.

CHARGE AGAINST CONVICT DROPPED

William T. McAlpine, alleged burglar, bigamist and burglar, is not worrying much about the immediate charge against him of pocketing \$25 for the hire of an automobile at a stand at 130 Twelfth street from J. L. Ward, a would-be passenger, was brought up in the court of Judge Mortimer Smith, but he dropped. McAlpine, it is charged, had been dismissed from the employ of the stand and was not authorized to do business with Ward. Ward didn't get his ride.

McAlpine didn't appear in court by reason of the fact he is in San Quentin. He was sent there for violating parole on a burglary charge after his arrest in Oakland.

Investigation by Police Inspector Richard McSorley, reveals that McAlpine married a second wife while he was out on parole.

The charge against him was stricken from the calendar of Judge Smith's court this morning.

STEALS TO OBTAIN FOOD; MAY GO FREE

A sad story of no work and a losing battle against hunger, may gain Frank Van Vleet, accused of stealing food, leniency in the police court of Judge Mortimer Smith, if his story of misfortune is found to be true.

An investigation of Vleet's circumstances was ordered by Judge Smith this morning. He put over the case to September 11.

Vleet said he was a chinit, he had been searching for work for the past two weeks and had had no success, he said. He is accused of stealing general cans of meat and a quantity of cheese. His arrest at 1812 San Pablo avenue followed.

"I couldn't fight off the pangs of hunger any longer," said Vleet, after pleading guilty to the petty larceny charge. "I had no money to find work. Hunger, as I have never experienced it before, caused me to steal. I thought I was justified in taking enough to eat to save myself from starvation, but I am willing to take the consequences."

Porter Convicted of Stealing Shirts

On the charge that he had stolen several expensive silk shirts from Creek Baby, Japanese West Oakland laundry man, George Samuel, negro porter, was convicted in Police Judge George Samuels' court yesterday.

He will be sentenced September 12.

ALMS SEEKER IS WILL DRESSED FAKIR, SAY POLICE

Pat Casey, alleged beggar, is the best dressed, healthiest public seeker of alms in Oakland—when "off duty," according to the local police.

He is dubbed the "Dr. Jekyll and Mr. Hyde beggar."

When "on duty," Casey is an entirely different person. His make-up is very sad and he really looks and acts the part of one whom fate has spurned.

He was halted into Police Judge George Samuels' court this morning on a charge of vagrancy, to wit begging on the city's streets.

Casey's six feet high, weighs 130 pounds and is physically sound. Police officers who have watched his movements say he is a white bear wearing the most up-to-date clothes, when he is not selling pencils and beggins. It is even intimated he has a bank account.

ROMANCE BORN OF TRAGEDY ENDED

The romance of Harry E. Van Sander, son of the late Dr. A. F. Van Sander, and his wife, formerly Miss Gladys Wright, daughter of Benjamin F. Wright, for many years proprietor of the old Galindo Hotel on Eighth street, began with tragedy and ends with a suit for divorce.

Mrs. Van Sander today alleged in her divorce complaint that her husband deserted her. The date of the alleged desertion coincides with the date of his departure to France with the army, May 15, 1918.

The romance began during a wreck on the Key Route near 1910. Two trains had collided head-on. Both were crowded with passengers, travelling to and from a celebration in San Francisco. Miss Wright was planned under a seat and seriously hurt. Van Sander assisted her out of her perilous position and away to safety.

Following the death of her father, Mrs. Van Sander inherited \$5000 from his estate, and now owns considerable Oakland property, including the Wright Apartments at 2144 Telegraph avenue, where she is residing.

SEPTEMBER 16 TO BE DOLLAR DAY

Tuesday, September 16, will be a gala day in this city, for it has been selected as Oakland's Annual Dollar Day.

For years Dollar Day has been a yearly institution. Shrewd shoppers have eagerly awaited the announcement of Oakland's annual bargain festival.

The merchants of Oakland months ago began to plan their buying for this great event. In spite of the reported high prices, the stores are already supplying their stock and arranging shipments with the view to making Dollar Day, 1919, the biggest of all.

Practically every line of business will be represented in the bargain offered on this one day. Articles worth even two or three times the price will be sold for a dollar. Some lines which sell ordinarily at four for a dollar will be offered at five for a dollar.

The dollar day, indeed, will be Oakland's Dollar Day, 1919, be written in the merchants' history of the Eastbay cities.

ALAMEDA EXHIBITS WIN BLUE RIBBONS

Alameda county as a fruit-growing section has been recognized at the Sacramento State Fair, winning blue ribbons for apples, peaches and pears and taking many second prize places for grapes, plums and apricots. The first places are not yet announced in their entirety, and Edwin Stearns, secretary to the Alameda County Development Commission, feels confident that more honors are due to the local growers.

Twelve first prizes were won on the pear exhibits alone and Stearns is authority for the statement that Alameda county will receive many more ribbons—some of which will be first place ones. The exhibits, already recognized by judges, were placed by the California Nursery Company of Niles.

W. C. T. U. TO MEET.
ALAMEDA, Sept. 6.—The Alameda W. C. T. U. will hold its annual meeting at the First Methodist church Monday afternoon at 2:30 o'clock. Officers for the coming year will be elected, reports read and general annual business transacted.

ALAMEDA WOMAN DIES.
ALAMEDA, Sept. 6.—Mrs. Martha Noble, mother of Mrs. Samuel McAlpine and Mrs. Mattie Poyser, died yesterday in this city at the age of 84 years. She was a native of New York. The funeral services will be held Monday.

**BAND PROGRAM ANNOUNCED;
CONCERT AT LAKESIDE PARK**
Following is the program of the municipal band concert at Lakeside Park this afternoon:

March—"The Jolly General".....Nell Moret
Overture—"Le Cid" (the Arab Chief).....Thomas
Waltz—"Confidence".....Thomas
Ballet Music from "Faust" (by request).....Gounod
Grand Fantasia—"Martha".....Flotow
INTERMISSION.
Overture—"Light Cavalry" (by request).....Suppe
Prelude—"I Knew What It Means to Be Lonesome".....Vincini
(a) "By the Camp Fire".....Wenrick
(b) "Golden Gate, Open for Me".....Kendall and Brockman
By Misses Bertha D'Aubigny, Elvira Rand and Elizabeth Price.
Reveries—"Hearts and Flowers".....Tobani
(a) "Dance".....Vierne
(b) "Serenade".....Vierne
By Sig. M. Salvatore, French horn, and Brooks Parker, flute.
March—"Trombenium".....Withrow
"AMERICA"

EL CERRITO TAX PUT AT 90 CENTS

EL CERRITO, Sept. 6.—By the decision reached by the board of trustees at their last meeting, El Cerrito's new tax rate will be ninety cents on the \$100 for the coming year.

Following close investigation of last year's expenditures it was decided that further improvements on streets will be made and the budget was fixed that no money would be allowed for temporary street work but the plans were changed and an amount was set aside to take care of all such improvements.

The board of trustees decided to conduct an immediate investigation over the recent reports that intoxicating liquor could be obtained here. Many complaints to this effect have been pointing to the city's headquarters and plans for quick action have already been started.

On September 10 the city offices of El Cerrito, which at present are at the building near the school, will be moved to the Huber building on San Pablo avenue near the county line. The lease for the new offices was closed Thursday by Attorney W. F. Huber, owner of the building. The lease reads as starting from September 10 and as the present lease will close on that day the board of trustees has decided to vacate present headquarters.

City Marshal Curtis Johnson and City Clerk Grace Castner have been instructed to take charge of the moving and have the place in order for the meeting of the trustees next week.

According to the report submitted to the trustees by Marshal Johnson it will cost the city \$46.50 to repair the bridge at Fairmont and Kearney streets and add a culvert. Also that the present stringers are too short and not recommendable for rebuilding.

A motion to rescind the action calling for the granting of \$1500 to the repair of the bridge was carried. The action of the board followed a decision to postpone the work until spring.

Bench Warrants Are Issued for Speeders

Bench warrants were issued yesterday for Frederick Greenwood and William Mayer, charged with speeding, as a result of their failure to appear on fifth calling of the cases in Police Judge George Samuels' court.

Judge Samuels issued an order to the court clerk to get that Greenwood and Mayer appeared at the Monday morning court session for hearing.

Greenwood and Mayer are alleged to have violated the city statute which allows speeders five days in which to appear in court and answer charges in failing to appear.

They are the first alleged offenders to be subject to bench warrants issued by Chief of Police Lynch launched his drastic campaign against speeding, in which many offenders were caught.

Alameda Woman is Honored by France

ALAMEDA, Sept. 6.—Mrs. Marion Parsons, daughter of Mrs. Mary Randall of this city, has been honored with the gold medal decoration of the Union des Femmes de France for her work in France with the American Red Cross. She worked with the Bureau of Refugees and was manager of the warehouses at Monterey.

FIFTY YEARS THIS REMEDY HAS HELD THE PEOPLE'S CONFIDENCE

A medicine that has endured as long as PE-RU-NA and possessing a record of such substantial help to humanity, must have wonderful and untold merit and healing, health making qualities and be backed up by something besides promises.



DEBATER HURLS CHALLENGE AT GODLY PEOPLE

BERKELEY, Sept. 6.—Throwing defiance into the faces of those who hold to the theory that science does not recognize God in its calculations, James H. Rodger, 2416 Allston Way, has challenged any defender of the tenet to a debate on the question. "Resolved, that science supplies neither data of, nor place for a God" is the way Rodger puts the subject.

Rodger extends an invitation to any one to meet him in a public discourse on the scientific-religious problem. "Although it is not a part of the socialist creed," says the debater, "many leading socialists favor the theory."

WEILER'S BAIL CUT TO \$500

Following several conferences between union labor representatives and city authorities, the bail of John G. Weiler, former minister, now charged with sending threatening letters through the mail to Chief of Inspectors Petersen, has been reduced from \$20,000 to \$500. This action was taken by Police Judge Samuels on motion of the Socialist attorney, John G. Lawlor. Bail was furnished.

Weiler is held on three charges of criminal syndicalism. It was the contention of the union men who worked in his behalf that the police were hounding the man, bringing charge after charge against him whenever it became apparent that his friends had raised a sufficient amount to go on his bond and attain his release.

A committee called on Chief of Police Lynch, Commissioners Morse and Edwards, together with Judges Samuels, Judge Mitchell and Judge Smith, and protested against what they termed unjust persecution of the man.

Among the union men who called upon the city officials in Weiler's behalf:

J. C. Carroll, W. Little, F. L. Emery, J. M. Choklat, N. P. Janich, E. B. Wolff, H. J. Glover, C. Griffith, H. A. Adams, C. Hansen, Clarence Perry, Tony Quintal, Will Walsh, Bob Clark, Charles Bond and John Morgensthaler. Weiler is a member of the local bolshermakers' union.

VENDORS OF BAD VEGETABLES FINED

Charged with unloading large quantities of undersized and decomposed tomatoes on Oakland commission houses, C. Tomio, M. Kurasaki and B. M. Sugimoto of San Jose were arraigned yesterday before Police Judge George Samuels.

Tomio was fined \$20, Kurasaki \$25 and Sugimoto \$20.

According to the testimony of Deputy Horticultural Commissioner D. P. MacDonald an investigation has been carried on among local commission houses to locate the source of much unfit fruit forcing on the market.

It was found that the stuff was being carted into Oakland from San Jose by the Japs. The three pleaded guilty.

Brief Session Held for Tax Protests

ALAMEDA, Sept. 6.—The Alameda city board of equalization has finished its 1919 task. The board was in session exactly two minutes. The joint council of the city and the board of the University and the Sierra club.

The lecture is scheduled to begin promptly at 8:15 o'clock p. m.

GLEASON TO LECTURE on National Park

BERKELEY, Sept. 6.—Herbert W. Gleason of Boston, will deliver an illustrated lecture on "Some of Our National Parks," in the Wheeler Hall Auditorium of the University of California, Monday evening. The lecture is to be profusely illustrated with lantern slides made from original photographs by the speaker, and colored by Mrs. Gleason.

Gleason is a member of the Appalachian Mountain club, Mazama club and Sierra club, and is connected with the National Park service. The lecture, which is free to the faculty and students of the university, and also the public, is under the joint auspices of the University and the Sierra club.

The lecture is scheduled to begin promptly at 8:15 o'clock p. m.

CHILDREN OF ALAMEDA MAY MEET WILSON

ALAMEDA, Sept. 6.—Five thousand Alameda school children are to extend to President Woodrow Wilson a special invitation to pass through Alameda and stop for a moment at Washington park and view the schoolboys and schoolgirls of this city. The invitation from the children comes from Superintendent of Schools E. J. Duffour to Foster T. C. Stoddard to take up with the presidential visit representatives in Oakland and San Francisco, Monday. Stoddard will take the matter up with Robert M. Fitzgerald of Oakland, regarded as the president's representative in Oakland and with Gavin McNab, the presidential personal representative in San Francisco. Stoddard will carry the invitation to Oakland and San Francisco, Monday, in order to secure sanction from Fitzgerald and McNab.

The plan is to have the president land at Alameda pier on his way from San Francisco to Oakland, and have his special train stop for a moment at Washington park where the superintendent of schools will have the school children marshaled, each pupil bearing a national flag to be waved in welcome to the national exalted.

While the plan is not new, it possesses a peculiar merit of its own. Inasmuch as the Alameda schools were the first school department in the United States to qualify as a body for membership in the Junior Red Cross.

Mayor Frank Otis and the Alameda fleet welcoming committee have already extended written and telegraphic invitations to the president to visit Alameda. The auxiliary move of the school children is both a new move and supplementary to these previous invitations.

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The

EXPERTS WILL PROBE FINANCE OF KEY ROUTE

City Attorney Hagan Advised
That Conflicting Factions
Will Hold a Special Inquiry
of Affairs Next Wednesday

The conflicting interests involved in the proposition of the restitutions for local street car lines will be heard in detail Wednesday morning, according to messages received today by City Attorney H. L. Hagan, at the request of H. A. Brobeck, attorney for the railroad company, railroad Commissioner Devlin is to hold a special inquiry into all angles of the affair.

Proceedings in the proposed franchise, which the city council has given the power to grant by a vote of the people, have been delayed several years. Recently the way for the plan was partly cleared when the company agreed that the valuation to be used as the basis for the franchise, a profit-sharing plan, would exclude all "good will" and other "hypothetical" values, and be based on physical values only. Following this Mayor John L. Davies announced that he would launch a referendum against any attempt to grant any partnership franchise, and would wage a personal campaign against it.

The status of the restitutions franchise has a direct bearing on the refinancing plans of the system, as on this blanket partnership franchise will be based the company's credit standing. It is believed by Hagan that the present hearing is to reach an understanding to place before the committee of bankers to meet next week to discuss refinancing of the organization.

Hagan says that the city's opposition to the restitutions fare authorized for the Key Route may also prove a factor in complicating the issue at the coming hearing.

Peck Charged With Failure to Provide

Mrs. Henriette Lane Peck, wife of James Forrester Peck, son of J. P. Peck, of Peck, Dunbar & Co., attorneys, has sued for divorce alleging failure to provide. She says her husband is an automobile salesman of San Francisco, earning \$300 a month, and asks for \$75 for herself and their baby. The child, Harriet Elaine Peck, was born May 20, 1916, and the complaint alleges that the couple separated May 17, 1916.

Members of the law firm, representing Mrs. Peck in the suit, say it is merely a case of failure to agree rather than failure to provide, and that the suit will not be contested. The couple were married in Michigan in 1914. Mrs. Peck, since the separation, has resided in Berkeley.

Chronic Thief Gets Six Months in Jail

Sixty days in the city prison was the sentence meted out to Frank Williams, ex-convict for stealing 87 cents. He was tried in Police Judge Mortimer Smith's court yesterday.

Williams is alleged to have stolen the money from a friend in an Oakland lodging house.

He had served burglary sentences in San Quentin and Folsom penitentiaries and a half dozen small sentences in jails in and around Alameda county.

Pigs Just Dote on Grasshopper Feeds

PANA, Ill., Sept. 6.—Finding that his second clover crop was being destroyed by grasshoppers, Cyrus W. Rayhill spent \$19 to build a grasshopper trap. Last week he caught eighteen bushels of grasshoppers. He dried the insects and fed them to the hogs and chickens and saved the clover crop. Now he is drying grasshoppers as chicken feed for next winter.

Pretty Co-Ed of South to Star In Students' Operetta at U. C.

College Musical Show This
Year to Surpass All Others,
Say Critics.

BERKELEY, Sept. 6.—Proclaimed the cleverest cast ever chosen for a college musical show, students who will play leading roles in this year's production of the Treble Clef Society at the University of California were selected this week.

Cost in the leading feminine role of "Something Like That," the mu-



BEATRICE, LEE, clever campus star, who will take part again this year in musical comedy of the U. C. Treble Clef Society.

ical comedy chosen for presentation, will be Miss Virginia Neff, a new student on the campus, who will make her debut in the operetta. Miss Neff comes in-laid as the possessor of an unusually beautiful soprano voice. Although new to campus activities, Miss Neff has had much experience in high school plays and amateur performances in Long Beach, from which she comes. Two other clever campus stars who will be seen this year in the annual musical performance are Miss Ruth Kenworthy and Miss Beatrice Lee, both of whom played in last year's Treble Clef operetta. Presentation of the operetta is planned as one of the interesting college performances scheduled for next month.

Discharged Soldier Sought by Parents

Denny Gold, 21 years old, who is a discharged soldier, is sought by the Oakland police after an absence from his home, 412 Forty-third street, since last Thursday. The youth told his parents he was going to the waterfront of Oakland to get work last Thursday. He has not been seen since by relatives or friends.

Gold is described as being five feet, six; 155 pounds, black hair, brown eyes and medium complexion, that he could cart away.

Kidnaper of Six Young Girls Sought

PORT WORTH, Tex., Sept. 5.—Osten, a farmer living near here, today solicited the aid of police and volunteers to aid him in his hunt for a farm hand, who during his absence kidnaped Osten's six daughters, the oldest 16.

The wholesale kidnaper also took all of Osten's crops, his farming implements and all his household goods, that he could cart away.

MAYOR DAVIE PLANS FINAL LEASE FIGHT

Daniels' Statement Regarding
Value of Harbor Will Be
Awaited in Effort to Prevent
the Howard Quaywall Deal

The words of Secretary of the Navy Joseph Daniels will be used by Mayor John L. Davies next week in his fight against the proposed Howard Quay Wall lease, recently authorized by the majority of the city council, and which Davies will launch a final protest against when it comes up some time next week for ratification. Should the lease be entered into over his protest, Davies says, he will at once involve referendum proceedings.

"Secretary Daniels told me," said Davies, "that this harbor was the greatest asset Oakland had, and advised that the city hang on to it in every way possible. It should not be wasted in cheap leases. Daniels was right. I have always held that. It was for this reason that I 'budded in' on the Berkeley lease and helped block the proposed Berkeley lease to the Jennings-Smith interests, although of course Berkeley was no business of mine, except to help the people there."

Davies had several conferences with the Berkeley administration at the time the Louis Bartlett administration overturned the lease proceedings of the old Irving administration. The Howard lease is for 100 feet of quay wall property adjoining the present Howard terminal holdings. It is proposed to pay \$150 a month for the lease, to run 15 years, to use 50 per cent of dockage and tolls to make improvements, and thereafter to share equally with the city on such money. The improvements will revert to the city. Commissioner Fred Soderberg says that the lease would be extremely profitable to the city. Davies holds that it would be unwise to let it go for a greater value long before the expiration of the lease.

Hearing in New School Scandal Set for Thursday

Charges against Lloyd Barzee, newly appointed school business manager, who, Charles E. Fites, former candidate for the school board, was involved in a typewriter sale deal put through the school system, will be heard by the Board of Education Thursday. Barzee demanded a hearing Monday, and announced that if Fites did not appear he would request the police to produce him.

Fites yesterday said that he had seen Director Fred Campbell, arranging to appear Thursday, as he had to leave Oakland Monday. He says that he will positively appear at that time.

LOVERS MEET IN COURT; EMBRACE DELAY THE LAW

CHICAGO, Sept. 6.—The case of Homer Teggarden, 20 years old, and Miss Pearl Teggarden, aged 18, who slipped from Detroit a month ago because of parental objections to their marriage and who have since lived on the south side, was continued in the morals court, and the two unable to give answers were being led away separately. Suddenly the young woman broke away from the policeman accompanying her and, with a shriek, rushed to Teggarden, whom she clasped in a tight embrace. Sobs and crying, "Let us alone," the lovers fought with courtroom attendants who attempted to separate them. Finally they were parted and the young woman was taken to the Hudson avenue detention home, while Teggarden will be held in jail pending the hearing on August 25.

DRIED GRASS LAW COMPELS REAL ACTION

Residents Who "Forget" Will
Find Costs Added to Taxes;
Prosecution Also May Follow;
Fire Chief to Be Judge

Oakland residents who "forget" to burn dried grass on their property thereby incurring risk of fire, will find themselves dealt with under a new city law, with direct police court prosecutions, and, besides, will find their property cleaned for them and the expenses on their tax bill. A new "grass-burning" ordinance will be offered the city council next week by Commissioner F. F. Morse, providing for direct handling of this situation, now handled under the Berkeley law which provides that grass in vacant lots may be charged a "public nuisance."

The new law will permit the fire chief to order any vacant lot cleaned a fire hazard, and the fire department to do the work if the owner refuses, and the expenses to be placed on the owner's tax bill as a direct lien on his property. The law will also permit prosecution on a misdemeanor charge in case this is deemed advisable by the fire authorities.

"The new law," said Morse, "is the fruit of our experience with dried grass this year as a fire hazard, coupled with the experience that property owners have been refusing to clean up, in many cases, and openly laughing at the law. The new law will give us absolute police power to handle the situation and the fire risk that has caused hundreds of expensive fire alarms this year."

City Attorney H. L. Hagan, who is drawing up the law, says that it has been tested, found valid and is in force in several Eastern cities.

GIRL MAKES \$20 DAILY TAKING OUT PEACH PITS

BY UNIVERSAL SERVICE
LEARN WIRE TO TRIBUNE.
YUBA CITY, Cal., Sept. 7.—The Marysville, the county seat of Yuba county, just across the Feather River from this place, has the distinction of being the home of the champion peach pitter of California and the world. Margaret Myers is her name, and she is earning from \$11 to \$20 a day in a local cannery pitting peaches.

Many young women are earning more than \$10 a day in the local canneries, and for that reason it is impossible to secure women either in Marysville or Yuba City for housework.

Sutter county growers are getting \$5 a ton this year for their peaches, the best price ever paid in the state. Some more than four years ago growers were satisfied to get \$30 a ton for their peaches. As a result of the high price paid by the canneries it is predicted that canned peaches will sell for 60 cents a can this winter.

Real Worth in
Kittredge Glasses
School children with normal vision and good health are not harmed by intense study.

BUT—
A large percentage of school children have imperfect vision. Hard study, ill health or lowered vitality impose too great a strain upon the eyes.

Bad vision follows.
GLASSES IN TIME
WILL HELP.

Kittredge
OPTICIAN
1310 Washington St., Oakland

DR. W. P. MEYER
Dentist
1530 San Pablo Avenue

Dentistry
Truthfully
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No Misstatements
No Exaggerations
NO PAIN

Special Prices Until Sept. 10
As an Introduction to My New Policy
Plates as low as...\$10.00
Porcelain Fillings...\$2.00
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Painless Extractions...\$1.00

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City May Refuse Pay in Fleet Day Welcome Fiasco; Every Bill to Be Checked

With demands for an accounting facing the organization, and the possibility of losing the \$5000 appropriated by the city for the plans, the "Fleet Welcome Committee" tomorrow will face a Herculean task in "squaring up" the liquidated mass of accounts and incidentals that are the aftermath of the "celebration" last week that resulted in a fiasco. City Auditor Harry G. Williams has announced that he may not be able to approve any bills against the fund appropriated, because the paid receipts of the committee failed to file a budget of estimates, as provided in the city law, to check against. The secretaries, if their claims for salary are filed against the city fund, will have to furnish proof of time put in for which they claim pay, he says, and every bill will be checked on a "labor and material basis" before passed. This is only, he says, if the law permits him to pay the bills at all.

In the meantime Commissioner of Public Finance W. H. Edwards is preparing to back the auditor's stand and demand a full accounting, according to his announcement. Williams says that he will pass bills for only "actual values," and will throw out any that he believes the city should not pay for.

"There was something radically wrong," he said, "in the way the affair was handled. There was a fleet of paid people and no results. When Admiral Evans' fleet came in Wilbur Walker and a few volunteer workers handled the celebration, and Oakland entertained 8000 gobs at a celebration much more lavish than anything ever planned this time."

Secretaries employed by the committee say that they may face a deficit because of too few subscriptions to their fund. Financial Secretary P. W. Higgins says \$18,000 was raised. "Executive Secretary" Frank Darrow says that the trouble was that "The banks did not come through." In the meantime the work of checking up claims is going on in the committee's offices in the city hall.

LEGION TAKES ISSUE.
The TRIBUNE has received a communication from William H. Moyle, chairman of the executive committee of the American Legion, relative to statements appearing in The TRIBUNE story of Thursday concerning the fleet reception fiasco. The statement to which the legion takes exception virtually were quotations from a statement of Darrow in explanation of the payment of a salary to a chairman of the parade committee. Moyle's communication is as follows:

"To the Editor Oakland TRIBUNE: Members of the American Legion of this city are at a loss to understand why its name

is being used in connection with the fleet reception fiasco. The legion takes exception to the payment of a salary to a chairman of the parade committee. Moyle's communication is as follows:

"The laborer of today is in the landowner of tomorrow," declares the legion. "If our sons become these owners they must pay the price of a period of labor stepping stone to the accumulation which makes for their independence and ownership of areas."

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LAND TO PA TO IMMIGRA ASSERTS D.

American's Avoidance
Menial Tasks to Ro
of His Heritage I
ally, Declares Ed

BERKELEY, Sept. 6.—Young men of today are to with their hands at menial country's vast agricultural grants not afraid of toll, as to H. E. Van Norman, dean University of California, Davis.

"Whoever we are willing to do our labor today will farm land tomorrow," declares Van Norman. "If our sons become these owners they must pay the price of a period of labor stepping stone to the accumulation which makes for their independence and ownership of areas."

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Painless Extractions...\$1.00

Don't wear old-style teeth. We make an all flesh-colored plate. This does away with any red or other colored material showing when talking, singing or laughing. All work performed as painless as modern science and modern equipment can make them. When we tell you that we can save you money on your work and that both workmanship and materials are guaranteed, we mean all that we say and stand squarely back of our guarantee.

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Downstairs
DEPARTMENT S

Oakland Art Gallery Starts New Year With Fair Appropriation from City Funds



The Oakland Art Gallery is offering to the weary-spirited of the city—if there be any after the stimulating days of the fleet's reception—a live little exhibition of drawings, supplementing the exhibition of sketches that has held much interest since its installation. The lithograph drawing is by Roy Partridge, a successful etcher and engraver, who is represented by two modernistic, naive things. The show is, on the whole, modern. It will run two weeks.

Record For Shows Exceptional Under Directors Rider and Clapp

By LAURA BRIDE POWERS.

Oakland's Art Gallery, the possession of which has won for the city the distinction of ranking among the three or four cities in America that maintain municipally owned galleries, is safe for another year—thanks to the city commissioners and the library board and mayor and all the rest of the good people who helped to put over the appropriation that shall keep the doors open for another year.

A wonderful year for the gallery was this—a significant omen in this time of materialism gone mad.

True, the appropriation is small, but nevertheless it IS an appropriation. The real source of congratulation, however, at this time of annual recapitulation is the acquisition of paintings and etchings during the year that has put the gallery in the category of galleries to be reckoned with. Not all of the things acquired are good. But the Metropolitan and the Boston Museums made their start less auspiciously.

In the year that has passed, through the munificence of Dr. William S. Porter, president of the Oakland Art Association, the gallery has acquired paintings that represent a valuation of over \$30,000, besides gifts of other public-spirited men—Dr. Thomas H. Winslow, William G. Henshaw, the late Frank D. Havens, Frank Edoff, the late Dr. A. S. Kelly and one or two others. Besides these paintings, an exceptional collection of etchings belongs to the Art Association, and is on view at the gallery.

Here is a chapter of art gallery growth that is not duplicated elsewhere in the country in so short a period. And let it be said in passing that a personal interest inherent in many of the canvases, some of them having been in the possession of Oakland families of culture for many years—a note of intimacy that ties a museum to the people.

In the matter of exhibitions, the year was rich.

Early in the year, the galleries were dressed up a bit, the walls re-



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So long as you keep your hair young the charm of youth is yours. The aristocratic color, the youthful color and wonderful beauty of their hair, a mark of their pure French and Spanish ancestry, even through advanced years by the use of

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La Creole makes the hair soft, wavy and beautiful. It is guaranteed to bring back faded, gray streaked, or gray hair to its former natural color. La Creole will not change the hair's color over night as would a dye because La Creole contains no dye. It works with nature and the color of the hair returns gradually but surely. Refined people use it gladly because it restores hair and scalp to the healthy condition nature intended.

At Drugists and Toilet Counters, Price \$1.00. Write for name and address. We will see that you are supplied.

Van Vleet-Manfield Drug Company, Makers - Memphis, Tenn.

Oakland Gallery Shows Drawings

An exhibition of drawings opening at the Oakland gallery this week reveals a score of interesting things, a dozen sketches by Ralph Stackpole, William H. Clapp, Roy Partridge, Anne Bremer, William S. Rice, Ernest Wilson and Isabel Hunter creating a worth-while little show. Ralph Stackpole's nude No. 1, a

working drawing, is a charming little thing, excellently modeled and refined than some of his nudes of recent production—Stackpole is a devotee of Anders Zorn, which really should not be held against him. But once a man succumbs to Zorn, who must be acknowledged one of the greatest of the contemporary moderns, he must fight to avert coarseness. Evidently the brilliant young sculptor has won his fight.

Isabel Hunter is showing drawings of Tamalpais and Monterey that reveal not only a technique that is ripe, but a concept that reveals the artist. A pity that more of her work is not available. That "Tamalpais and the Bridge" is a gem.

Roy Partridge is showing a naive conception—houses running down to the water, with hills that never were on land or sea piling up behind them, holding interest because of the problems he had set himself.

The exhibition will run for two weeks.

Tech Parents and Teachers Will Meet

The Parent-Teachers Association of the Technical High school will hold the first meeting of the fall term tomorrow afternoon at the school at 2:30 o'clock. Freshman mothers are especially invited to attend.

The speaker will be Miss Kate Foley, the librarian of the library for the blind in San Francisco. She will speak in favor of the proposed state school for the blind and will present a petition to be signed if desired by those present. The new president, Mrs. T. G. Akers, will preside.

U. S. SEEKS FLIERS ON WEST COAST

Favorable consideration of the plan suggested by The Reserve Military Air Club, to the department of air service, Washington, D. C., urging that the government provide the club with planes for training new and prospective aviators and prospective aviators in the Pacific coast was given by Colonel H. H. Arnold, department air service officer, in a letter sent to the club last night.

Colonel Arnold suggests in his letter that all names and addresses of all men interested in aviation register with the club, so that the department may be able to form an idea of the club's needs. The purpose of the units formed will be to keep the reserve officers and men of the air service in along flying lines so that in case of an emergency they will be of value and assistance to the government.

All men interested are requested to send their names to Elmer C. Clark, Stiles Hall, Berkeley. The next meeting of the club will be held Wednesday night, September 10.

Business Men Taught How to 'Make Speech'

The Oakland Chamber of Commerce is co-operating with the extension division of the University of California in organizing a course which will be of particular interest to business men and women. The subject of the course is "Practical Speech Making," which Professor Dwight B. Watkins will start tomorrow night in the Hotel Oakland. His aim is to train business men and women in the art of making a good talk, either to a customer in placing business, or before a committee or general meeting.

Another important course for business men is on the "Psychology of Advertising," which Professor Warner Brown, of the University of California, will give. This class meets tonight at 7:30 in the Hotel Oakland.

On Monday, Mrs. Mabel F. Gifford will open a class in English Phonetics. One of the purposes of this course is to eradicate defects of speech. The work is of value both to teachers and to those who wish to improve their own speech. The class meets in the Hotel Oakland at 4 p. m.

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Nursery Tricks Are Tensely Told Pointers For Young Orchardists

By W. S. KILLINGSWORTH.

The primary purpose of the article in this column on "Nursery Tricks" (appearing in the Sunday Tribune) is to assist the amateur orchardist in the selection, planting and subsequent care of his trees and vines.

Taken for granted, he has a location suitable for the purpose for which he intends it, then comes the important task, the selection of trees and vines.

In making this selection there are two important points to be observed. First, the variety of fruit that will thrive best in the soil he has selected. Second, the condition, as well as age of trees and vines, he is about to select.

Where trees and vines have been well cared for in "nursery row," one will find that one-year-old stock has attained sufficient growth to make it most desirable. He wants to be satisfied that the roots of the stock do not exceed two years in growth, as there have been cases where the supply of nursery stock exceeded the demand and it remained in "nursery row" until the next year, and possibly two years, waiting a demand, but in the meantime the stock was rebudded, which makes it undesirable.

To the amateur such minor suggestion might seem of a trivial nature, but not so.

It would be a wise move on his part were he to enlist the services of a nurseryman who has experience in the selection of nursery stock for the purpose of passing judgment on same before taken from "nursery row."

MANY FAVOR THIS PLAN.

Many nurseries are in favor of this as it relieves them of a great deal of subsequent controversy should the trees or vines fail to meet their requirements. From personal observation I have known of many cases where the nursery was not at fault, and when traced, it was proven that neglect was the cause of all the trouble.

Too often has it been the case, not only with the amateur, but the "old timer" as well, that the trees or vines were planted and, when convenient, they were plowed, one row of the soil being thrown to the trees or vines, the other thrown away from them.

The trees or vines where the soil was thrown were simply "smoothed," and the trees or vines where the soil was thrown away, died from exposure, the roots being exposed to the heat, a natural consequence.

This loss can be easily avoided by simply drawing the soil away from the "smoothed" tree or vine, with a hoe. When this is done, dig around the tree or vine to loosen the soil, and vice-versa, with the tree or vine the soil was thrown from.

It is an erroneous idea for one to think that all he has to do to acquire a full bearing, remunerative orchard, is to plant his trees or vines and nature will do the rest. Such "day dreams" have been the means of more pomological failures in California than the general public is aware of.

When the orchardist, when planning an order for nursery stock, specifies time of shipment. In the meantime he is preparing his soil in order that the stock may be planted as soon as it arrives. Such a plan as that the more a tree or vine is handled the less liable it will prove a satisfactory grower or producer.

HEALED IN PROCESS.

As a rule, nursery stock is delivered during January and February, when the three climate conditions may be such that a delay in planting may be caused. Such being the case the stock is taken from the straw or tile, in which it was packed, and "healed" in process is a dangerous one; especially is it the case where the stock is allowed to remain any length of time.

Should there be continued rain, followed by warm weather, the soil will begin to flow, which naturally starts the fibrous roots, and the buds will also swell. It is not an unusual sight to see "healed" trees in full bloom. This may be noticed in certain varieties of plums and peaches.

When this condition arises, should the soil still be too damp for planting, the stock may be taken from the trench for the purpose of drying the roots. This should continue for twenty-four hours, provided, however, the hot north wind is not blowing. This exposure will check the flow of sap as well as growth of fibrous roots.

The stock should again be "healed" in. This "exhuming" process is a dangerous one, and should not be practiced more than once, for constant checking of the sap and wilting the fibrous roots puts the tree or vine in an impoverished condition. It is always well to watch conditions and, when justifiable, begin planting at once.

HERE IS THE KEYSTONE.

Here the amateur places the Keystone in the arch, upon which depends success or failure, so remember what has heretofore been stated. No ordinary laborer, without previous experience, is fit subject in whom to intrust the planting of trees or vines.

Improper planting will result in failure. It not only incurs financial loss in the purchase price of his

SIMPLE COMBINATION HELPS WEAK EYES

Oakland people are astonished at the quick results produced by simple witchhazel, camphor, hydrastis, etc., as mixed in Lavopilk eye wash. In one case of weak and near-sighted eyes a few days' use brought great improvement. In another case it stopped eye pains and inflammation. We guarantee a small bottle of Lavopilk to help ANY CASE weak, strained or inflamed. Osgood Brothers, Druggists—Advertisement.

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can be yours. It is wonderfully pure, soft, pearly white appearance, free from all blemishes, will be comparable to the perfect beauty of your skin and complexion if you use

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stock, as well as the wage of the laborer, in the performance of this duty, but the loss of a year before the tree or vine can be replaced. These are facts the amateur must bear in mind if he expects to attain success.

Before proceeding with the rules governing planting, let it be expressly understood that under no circumstances should trees or vines be planted during a heated wind, especially coming from the north, as it proves most destructive to the fibrous roots. It is not amiss, should the heat be above normal, to cover the exposed roots with dampened grain sacks. This will prevent drying out until permanently planted.

In planting either trees or vines, there are two rules that may be observed. First, the square method; second, the equilateral triangle method.

If the square method is used to ascertain the number of trees or vines to be planted per acre, multiply the distance in feet between the rows by the distance the trees or vines are apart in the rows, and the product will be the number of trees or vines to be planted per acre. For example, trees planted twenty-four feet each way will require seventy-five trees to the acre.

ANOTHER EXAMPLE.

If the equilateral triangle method is used, divide the number required to the acre "square method" by the decimal .866. The result will be the number of trees or vines required to the acre by this method. If planted twenty-four feet apart each way, it

will require eighty-six trees to the acre. These rules are given as a guide, that the orchardist may be exact when placing his order, as to the number of trees or vines he will require.

In staking the land, preparatory to planting, in order to be accurate, a strand of double copper wire may be used. On this wire at intervals of twenty-four feet, or whatever distance apart the trees or vines are to be planted, attach a small lump of lead. This may be done with a hot soldering iron. By this method the cumbersome measuring stick is not used.

Should the rows be of great length it is by no means necessary that the wire should be the same. Six hundred feet long will answer every purpose. That length will set stakes for twenty-five trees measuring twenty-four feet apart.

The wire must be securely fastened at both ends to a solid stake of either wood or iron, as the wire must be drawn very tight, and in doing so it must be well anchored.

Guide stakes, indicating the spot where the hole is to be dug, should be of light material, measuring one-half by one-half by eighteen inches. That these stakes may be visible at a reasonable distance, they should be dipped in a thin solution of white wash, then allowed to dry before being used.

DRIVING STAKES.

When the wire is stretched, drive one of these stakes at every lump of solder. When all stakes have been driven have in readiness a board one by three by thirty-six inches. On one edge, at the center, saw a J. Measure one inch square.

This board is placed on the ground by the stake, the stake occupying the space of the J; then a whitewashed stake is driven at each end of the board and the center stake is then removed.

Between the two remaining stakes the hole is dug. Before proceeding with the manner of planting, let me emphasize the fact that this is not an ordinary post hole that is be-

laid, rather than run as "soft drink places," have closed, awaiting the suspension of war-time prohibition, and therefore are not using their liquor licenses, steps toward a refund of money paid by the dealers for new licenses will be taken next week by Commissioner F. F. Morse.

The new ordinance, passed last month, calls for payment of all licenses," said Morse, "but what was really intended was that the ones who remained open as 'soft drink places' should pay I find that Richard Knabbe, Martin Hohl and some others have closed up. It is not fair that these should pay for licenses not being used."

"I am going to propose that these men be granted refunds for the money they have paid."

It matters not what kind of a tree is to be planted, the hole should be not less than twenty-four inches in diameter, the depth may be determined by length of "tap" root.

The apparent excess diameter mentioned may arouse criticism, as some orchardists of more than ordinary intelligence argue that a tree should be planted in a hole only sufficient in diameter to "house" the roots, thereby holding the moisture. That plan is admitted to be logical, but during the heated season, when moisture is a thing of the past, what then? The experienced and successful orchardist knows without asking, but for the benefit of the amateur I will say, place no confidence in any such argument.

In the next article I will explain why I am opposed to such methods of tree "infantile."

Refund to Closed Saloons, Planned Morse Would Offset License Losses

Because several saloons in Oakland, rather than run as "soft drink places," have closed, awaiting the suspension of war-time prohibition, and therefore are not using their liquor licenses, steps toward a refund of money paid by the dealers for new licenses will be taken next week by Commissioner F. F. Morse.

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whatever time their licenses are not being used, this refund to be settled when prohibition is suspended. This will be just to these men who are now forced to pay for unproductive licenses merely to hold their right to reopen some time in the future, if it is allowed through some unforeseen happening."

Morse will offer the plan in the form of a council resolution, now being drawn up by City Attorney H. L. Hagan.

Girl of 11 is Lost; Police Join Search

After exerting every possible effort in a search of the bay districts the parents of 11-year-old Annibel Costa, 325 Campbell street, have appealed to the Oakland police to assist in locating the child, who has mysteriously disappeared.

Annibel, a beautiful little girl with dark eyes and raven hair, did not come home from school yesterday. Futility in returning immediately after school, had been one of her hobbies and when she did not return at a late hour last night the parents became frantic and notified the police today.

Pasadena Man, Sued For \$125,515, Wins

LOS ANGELES, Sept. 6.—Gillis W. Garso of Pasadena was given a verdict by Superior Judge Myers today in a suit for \$125,515.44 brought against him by George T. Saul of New York. The suit was an outgrowth of a stock transaction and is one phase of a case which has been in the New York courts for nearly a quarter of a century.

We Give 24" Green Stamps

KHAKI Breeches.....	\$2.50
Jackets	\$2.95
Shirts	\$1.50
Skirts	\$2.25
Overall Dresses	\$3.95

MARYMONT AND UPRIGHT
13th and Washington, Oakland

Oakland's Thrift Store.
SILK LACE HOSE in the new shades at\$1.35 Pair
Other hose of pure silk lace at...\$2.50 to \$5.00 Pair

Tuesday Is a Holiday—For Monday We Announce An Important Suit Review

Suits—the ever-popular, all-season, all-occasion garments, are here in a fine showing. All manner of new things; new attractive modes, finest materials

TRICOTINES, VELOURS, SILVERTONES, BROADCLOTHS, SERGES, OXFORDS, VELOUR CHECKS, ETC., IN FUR TRIMMED, PLAIN TAILORED, FLARE AND RIPPLE, AND OTHER STYLES. ALL LINED WITH FANCY "PUSSY WILLOW" SILKS IN PLAIN OR FANCY COLORINGS. PRICED AT FROM \$45.00 TO \$98.50.

For Monday Selling A Special Group of Suits at \$35
AMERICAN POPLINS IN A COMPLETE SIZE RANGE, 16 TO 44 AT THIS PRICE. LINED WITH HEAVY VENETIAN SATINS. DETACHABLE COLLARS OF PLUSH, BRAID AND BUTTON TRIMMED. IN BROWN, NAVY, TAUPÉ, BLACK. THIS SPLENDID LOT OF SUITS WILL BE ON SALE MONDAY AT THIS PRICE.

Sweaters, \$3.95 to \$8.95
IN ALL COLORS—ALL SIZES.
Fibre silk and wool coats, slippers, sleeves or sleeves. Various collar styles. Sabes or belts.

A Petticoat Special!
FOR MONDAY SELLING ONLY—
Flounces are corded, hemstitched and have pleated ruffles. For Monday, each \$4.95

Bags
Velvet and leather bags and purses in all the very latest styles. Priced at \$1.50 up. Beaded bags up to \$26.50.

Sale of Silk Underwear
ENVELOPES, CORSET COVERS, CAMI-SOLES of Crepe de Chine. Embroidered-lace trims. Sizes to 44 \$1.98

The Guaranteed Hose NOTASEME
In black and colors. The hose for women that is really guaranteed. The list sells at, pair 65c
Silk at \$1.35, \$1.50 and \$2 pair

TRIMMED AND TAILORED HATS NOW BEING SHOWN IN A MOST COMPREHENSIVE ASSORTMENT

Pattern and New Novelties in Millinery
A most beautiful and thorough exposition of the Fall and Winter millinery is now at its height in our millinery salon. Every woman's wish in hats is expressed in the best ideas at moderate prices.

Priced up to \$25

Dresses FOR WOMEN AND MISSES—OF VOILE, GINGHAM, CHAMBRAY AND PONGEE—Our better ones, in a large variety for choice. White or self-colored trim. Plain or pleated skirts. Pockets. Some tunics. Sizes 16 to 46. \$5.75

Waists A new shipment specially priced. They are Georgettes and Crepe de Chines, in a choice of embroidered, beaded, lace trimmed, or plain tailored styles. White and colors. Sizes 34 to 46 at \$4.50

Men's Pongee Shirts for outing. With high or low collars. In the new gray and Pongee shades. To sell in our men's furnishing section, at \$3.50

Men's Silk Hose Guaranteed. In white, black, Palm Beach, tan navy and brown. The pair. 75c
We carry all styles of soft collars

QRS Player Rolls
Drillharts 531-13
Oakland

Development Section

Shipbuilding

Commerce

Manufacturing

Real Estate

Agriculture

A MARKET OPENS FOR PROPERTY

Real Estate Dealers Make the Claim "When Real Estate Is Active Then ALL Business Is Bound to Be Good"

This Is Proving True in the Present Instances, for Business Is Good and Demand for Property Still Continues

The real estate market has been constantly improving since the first of the year and even the mid-summer holidays do not seem to have stopped the desire of the people to own their own homes. The real estate movement does not seem confined to home buying, though the great bulk of the sales are of homes already built. There has been considerable movement in business property for investment. Those who have made money in the past few years are beginning to turn their attention to real property, which is regarded as the basis of wealth by many people.

Those who have enjoyed good wages during the past years of war prosperity are buying homes, and when they have made money in larger sums are making careful investments, basing their action upon the belief that property will never be lower than at the present time.

TALK TRACTS

There are even some dealers who would like to open tracts which means that some of them have unlimited confidence in the future of the market for lots. There has been a general understanding, however, that tracts will not be opened until the present supply of that kind of property has been worked off, but the very fact that some of the local dealers are seriously discussing the opening of new sources of supply in the market shows a confidence in the market. In the meantime at least one San Francisco combination has taken over a large tract in East Oakland and has already begun the work of improving it.

The great bulk of the sales are, of course, homes. The supply does not equal the demand. The trouble, however, is not that there is not enough property, but that there is not enough property of the kind that is wanted. This demand has forced some who want a place with a reasonable prospect of keeping it, to build upon their own property. This has also caused quite a number of contractors and developers to begin the construction of homes for sale.

But the fact that there is today a demand for unimproved property and that there is also a demand for property for investment is the most important sign in the real estate world today. The real estate man is not over-optimistic.

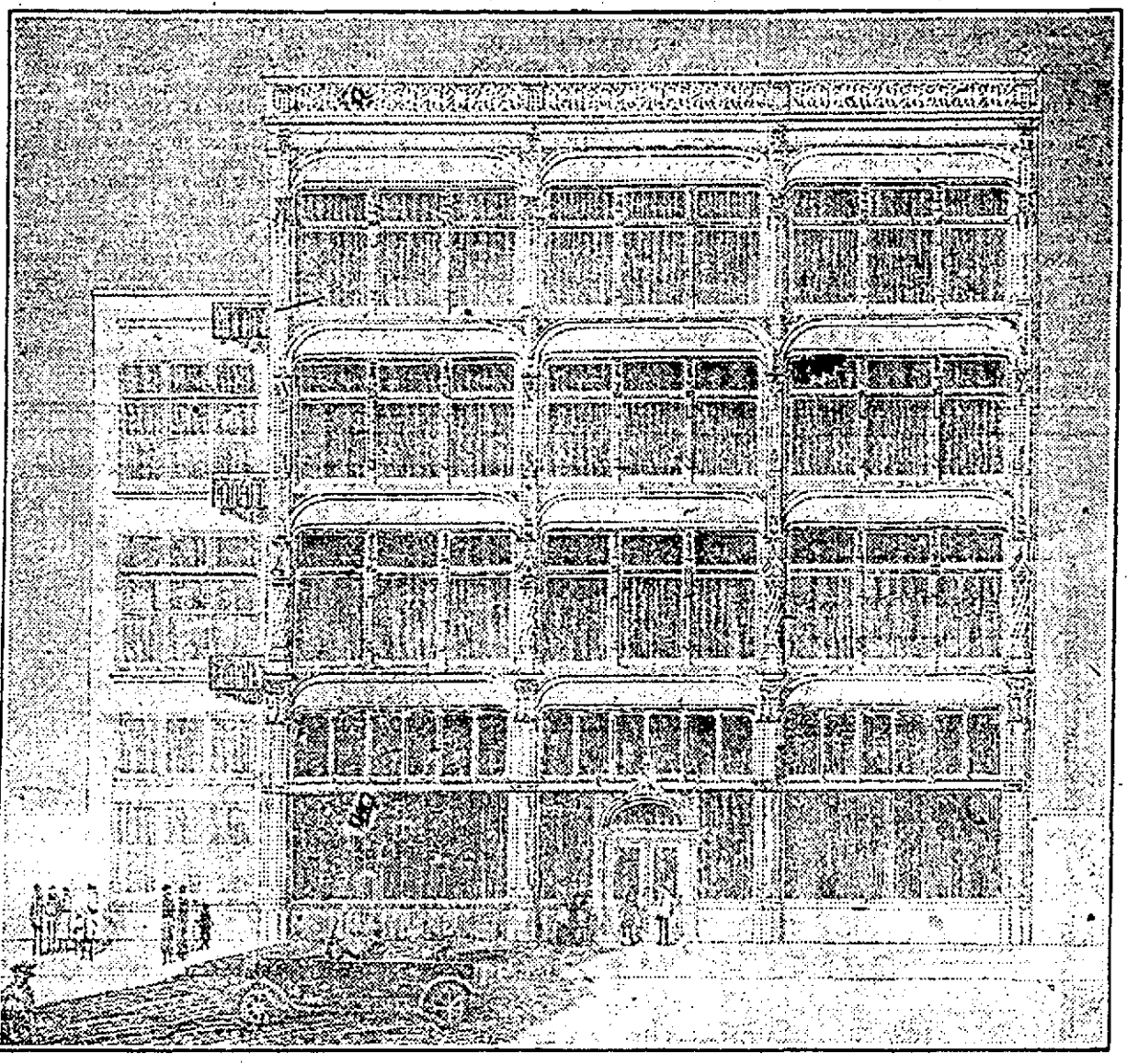
"When real estate is active then ALL business is good." This is largely true and there is more real estate activity just now than there has been in the last five years. And general business is good as well.

Warehouse Rates Are Increased

Eight warehouse companies operating in the San Joaquin Valley have been authorized by the Railroad Commission to increase their rates. Following is a list of the companies and their fields of operation: Simon Newman Company—Newman and other points in Stanislaus and Merced counties. A. L. Gilbert—Oakdale. Crows Landing Warehouse Company—Crows Landing. The Grange Company—Merced and other points in Stanislaus and Merced counties. Oakdale Milling Company—Oakdale. Stanislaus and Merced counties. L. H. Meyer—Crescent. Baker and Company—Merced. A. E. Shoemaker Company—Merced.

Evidence taken at the public hearing held on the petition for an increase showed that the rates now being charged are not competitive with those of the high cost of labor and material entering into the operation of the warehouses. The increase is based on a graduated scale, with special charges for special service. A minimum storage charge of \$1 is provided, many will be allowed to use this thirty per cent of the warehouse cost. The warehouses consist of grain, 10 per cent beans and 5 per cent hay. Rice and other commodities are also handled.

East Bay Water Company Is Building Office Structure With New Features



New office building of the East Bay Water Company, now in course of construction, on Sixteenth street, at a cost of \$200,000.—From a drawing by William Knowles, Architect.

New Building to House the General Offices of East Bay Water Company Under Way

Work is in progress upon the new building on Sixteenth street near Telegraph avenue that will house the general office force of the East Bay Water Company, and this company will be fully installed there before the end of the year. This building will represent an investment of \$200,000 and will be absolutely modern office structure, four stories high with a basement. This building will be used for parking the automobiles used by the company officials. This water feature is unique in office building construction in Oakland, and is intended to relieve the congestion of machines that would inevitably occur in the neighborhood. The first floor will be occupied by the Oakland business office force in charge of Sales Manager Hanson. Spacious working quarters are provided for the employees and a large lobby will permit of the public coming to and fro with ease and comfort. The lobby will contain a fountain and also exhibits of some of the East Bay Water Company's equipment.

NEW QUARTERS

The second floor will be occupied by the President, general manager and other top officials. On this floor will be located the directors' room and back of the enclosed offices for the officers will be housed the clerical force of the general offices, including the chief accountant and cashier. The entire space occupied by the clerical force will be open, permitting of good light and sanitary surroundings. The third floor will be occupied by the engineering department. A spacious drafting room with an abundance of light will be located on this floor, also enclosed offices for the assistant engineers and a large enclosed room for special work requiring the handling of maps and blue prints of large size. A modern electric blue print machine will be installed on the third floor, where maps and blue prints can be turned out quickly for emergency work.

FOR WOMEN

The fourth floor is to be devoted to the use of the 100 or more women employed by the company. On this floor will be a rest room, lunch room and a lounge room. A modern kitchen will be installed on this floor, and a large number of rooms on the fourth floor, exclusive of the lounge, will be furnished with the wicker furniture upholstered in light colored cretonne, which will provide a restful atmosphere and produce home-like surroundings. None but the women employed by the construction agency will be allowed to use this. There will also be a promenade walk on the roof where the delightful California sun can be enjoyed. The building will be provided with

BUILDING ON BOOM OVER THE COUNTRY

(Building Age, New York)
The feeling of uncertainty is gradually being dispelled. With labor steadily becoming more abundant, builders who were holding aloof more because of the labor situation than because of high prices, are going ahead. That the expected boom is under way is borne out by the fact that contracts let during March were greater than any year since 1917, except 1917, when urgent government requirements made the record abnormal.

BUILDING SAID TO BE MUCH BETTER

June was a better month in building in Oakland according to comparative figures prepared by H. A. Lafler. The total permits for the month were \$564,754, which has been exceeded by only one month since April, 1916—that was in August, 1918, when the Southern Pacific took out permits for its new wharves south of Broadway mole, amounting to \$400,000.00. The constantly ascending totals of building permits are only a beginning. Bankers and others in touch with the real estate situation are looking forward to a million dollar building month in the near future, bringing back conditions paralleling the boom days of 1912 and 1913. What is happening in Oakland is, of course, paralleled by the experience of every large city of the United States. Real estate has come back. The building of residential houses started in June, and the permits for residences were taken out, 26 of which were one and one-half and two stories and 34 of which were one story. According to Lafler this is the largest June since 1912 when 114 houses were started, compared with 110 last month. The building of houses is the greatly increased number of houses of the better class. Twenty-six one and one-half and two-story houses started in June, may be contrasted with 17 started in May, 16 in April, 12 in March and 2 in February. The starting of many houses coming from far to ten thousand dollars is taken as conclusive evidence that people have now given up the idea of waiting for lower prices which all authorities agree will not come for at least five or ten years. The Walter H. Lemert Co., reports that advance inquiries for Lakeshore Highlands, which will be opened with a large advertising campaign this fall, are increasing daily evidencing the widespread interest in homes and investment. Nine homes costing ten thousand and over are now either in course of erection in Lakeshore Highlands or plans are being drawn. The Lemert Company states that their sales force is being greatly augmented in anticipation of the coming campaign. It is expected that about one mile of street comprising Longridge Road and Rosemount Road, Lakeshore Highlands, will be completely completed within the next ten days.

WATER COMPANY CHANGES NAME

The Pittsburgh Water company, formed for the purpose of taking over the business and plant of the Black Diamond Water company has applied to the Railroad Commission for an order approving the proposed transaction. Permission is also sought to issue stock and bonds made necessary by the deal. The price of the plant has been fixed at \$37,000. It is owned by the P. E. Booth company, a packing concern, which is desirous of retiring from the utility field. The Booth company will accept in payment for the water plant \$34,000 in capital stock of the Pittsburgh Water company and \$3,000 of first mortgage 6 per cent sinking fund bonds of the company.

'BUILT NOW' IS THE BEST OF ADVICE

Oakland Real Estate Board Investigates Building Conditions Through the State and the Country at Large

Finds No Reason to Believe That the Price of Construction Materials Will Drop for Many Years Yet to Come

Bulletin of the Oakland Real Estate Board

That the cost of building operations will not be reduced for a long time to come, if at all, and will probably go higher in the near future, and that the "Built Now" movement launched by the government is based on sound economic business principles, is the opinion of S. W. Straus, noted investment bond expert, in a report just received by the Oakland Real Estate Board.

As head of the New York and Chicago bond house which bears his name, Straus is recognized as one of the most conservative authorities on building investments in the United States and his analysis of the present situation is, therefore, of the greatest interest to all who have building plans under consideration.

With such a basis situation as now exists, building costs in general are not coming down," says Straus. "While there may be a reduction here and there, there will also be advances in many lines, and the building situation still exists in the building industry, the fact becomes more apparent each day that the general trend of construction costs will not be downward. It is not apparent that any advantage can be gained by those interested in building and construction work by adopting a policy of delay."

"From the standpoint of sound business, it is more prudent to 'build now' than to await the uncertain future, probably under costs and more restricted labor market of the future. An analysis of the great underlying conditions which are the deciding factors in costs will show that the trend is not lower for the following reasons:

WHY HIGHER PRICES.

"1. Tendency toward better standards of living among the masses of people in all countries.

"2. Continually increasing scale of wages and universal tendency toward shorter working hours.

"3. Shortage of skilled labor.

"4. Inflated credit conditions which depreciate the purchasing power of the dollar.

"5. Present abnormal shortage of building materials in the United States and all allied countries.

"6. Tremendous amount of necessary public construction work of all kinds.

"There is ample capital in the country to finance the construction program necessary to restore normal conditions. Therefore, just as soon as the public generally comes to understand that building costs can not go lower—that the tendency, on the contrary, is toward higher levels, we shall see a quick resumption of the building program."

"Present prices seem high when compared with pre-war standards, but when they are compared with the building costs of the past, the record of prices shows that there has always been a general upward tendency and that with each new advance, costs seem high by way of comparison with previous levels. The same is true now.

COSTS INCREASE.

"Building costs have not risen so much as the prices of food, clothing and commodities in general. The government index number of all building materials, exclusive of steel, has risen 61 per cent at the end of the year 1918, compared with the index number of 1913. During the same period the index number for commodities, exclusive of building materials, had risen 113 per cent. The average wages in the construction industry in the leading cities of the United States increased less than 30 per cent during the four-year period prior to the ending of the war, while wages in all commodities increased 94 per cent during the same time.

"With such inadequate housing conditions as now exist there can be but one natural result: continually higher rents for all kinds of property. While rents have already advanced to unprecedented levels notwithstanding tremendous building activities."

"The general outlook for realty conditions may therefore be viewed with optimism, for there are no fundamental conditions that do not indicate tremendous building activities and the substantial growth of American cities for many years to come."

Build Now—Prices Won't Drop Federal Government Interested

What is holding back building and construction work is not so much the prohibitive cost of materials as it is the unwillingness of financial interests to co-operate in building projects with the material and labor market in its present condition. We are working on a total of industrial projects involving approximately 6000 workmen's homes, to be carried out by private interests in various important industrial centers, but in each case we are hampered by the unwillingness of the building authorities on the building situation there in this fashion:

LOANS DIFFICULT.

"We have in the United States a difficulty owing, principally, to the unwillingness of financial interests to co-operate in building projects with the material and labor market in its present condition. We are working on a total of industrial projects involving approximately 6000 workmen's homes, to be carried out by private interests in various important industrial centers, but in each case we are hampered by the unwillingness of the building authorities on the building situation there in this fashion:

"As for the last question the information and education service of the Department of Labor, through the division of public works and construction development now is seeking authoritative information as to what can be expected in material prices for the next five years. While the investigation lacks completeness at this time, no definite conclusions may be stated. The service, however, insists that no marked decrease in material prices may be expected for the next five years. They assert with some positiveness that the price of building materials will not be re-established for several years, if ever. These assert that persons who delay building in the hope of marked reductions in building costs probably will be disappointed and will have denied themselves the use of needed property and the revenues which would be received therefrom.

NO REDUCTIONS.

In response to the Department of Labor's inquiry as to future rates on building and construction materials, the U. S. Railroad Administration asserts there is to be no general 30 per cent advance on freight rates of any material, crushed stone and slag. The rumor that such advances were contemplated was arising from the fact that the railroad, under date of January 20 of the year, had announced that it was increasing its rates. "There is no foundation for the report that the Railroad Administration has given or is giving any consideration to any increase in present basic rates."

The Department of Labor points out that building, being a basic industry, will stimulate general business and is, therefore, very vital to continued prosperity. "The national economic loss resulting from the idleness of thousands of men cannot be permitted and its injurious effects escaped. Present building costs are no more than that they are in the aggregate the wealth of the country less through the idleness following in the wake of building stagnation. Homes are needed, business quarters are needed, public works are needed. The United States is the wealthiest country in the world. The most reliable authorities in the country assert that unimproved property is held today in excess of the value of that now being sent there for storage."

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ARSENAL GETS LITTLE HELP FROM GOV'T

Benicia Chamber of Commerce Presents Some Figures That Tell of Favoritism Shown for Eastern Plants

Vast Army Equipment Stored on the Benicia Army Camp With Hardly Any Protection to Be Had From the Rain

In Its Fight for Proper Recognition

and adequate appropriations for the arsenal at Benicia the Chamber of Commerce of that city makes the claim that the federal government has been the slightest Pacific coast plant while giving every consideration to the arsenals of the East. The agitation now before Congress, and which has the backing of the California delegation, is for an appropriation sufficient to establish the plant at Benicia as a manufacturing arsenal, capable of producing the supplies necessary for the army, navy and other branches of the federal government on the Pacific slope. The question of economy enters largely into the argument in favor of the improvement, the claim being made that it is a waste of government money to ship material across the continent that can be made as well and at less cost here than in the manufacturing arsenals in the East.

The following figures taken from a report of the Secretary of War for 1917, indicates how the Benicia arsenal, the only one west of the Rockies, has fared in the matter of appropriations in comparison with the arsenals of the East:

Frankfort, Ky.	\$908,576
Rock Island arsenal, Rock Island, Ill.	\$82,200
Springfield arsenal, Springfield, Mass.	\$2,600
Watertown arsenal, Watertown, Mass.	\$99,725
Watervliet arsenal, West Troy, N. Y.	\$83,700
Benicia arsenal, Benicia, Cal.	\$1,500

(More than three and a half millions for the Eastern arsenals and only \$1,500 for the only arsenal west of the Rockies.)

There is a bill before Congress now to appropriate \$1,500,000 to equip the Benicia plant as a manufacturing arsenal. "The value of the material now on the grounds and in danger of ruin far exceeds the amount of the appropriation asked. This appropriation would not only enable the arsenal to manufacture necessary government equipment, but also preserve the value of that now being sent there for storage."

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Sheet Metal Work of Every Description. Cor- nices, Skylights, Metal Siding, Underdrains, Lead Pipe Work and Toilet Chambers. Estimates Free. Manufacturers of Conductor Pipes. Title and Electric Sheet Siding. 3501-3503 Chestnut St. Between 24th and 26th. Phone Oakland 1113. Largest Stock, Best Equipment, Prompt Service



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Heat your home with a Peninsula Warm-air Furnace. Sole agents for Alameda County. All work guaranteed. Also factory guarantee.

WELDING AND BRAZING.

Manufacturers Macdonald's Scientific Bakers' Ovens.

Agents

General Electric Motors

KIMBALL ELECTRIC CO.

MOTOR SHOPS

10TH AND GROVE

Lakeland 2000

CALIFORNIA TO SOON RIVAL NIAGARA FALLS

A development is going on in the production of hydro-electric power that will make this part of California a rival to the great Niagara Falls district. Both the Pacific Gas & Electric Company and the Great Western Power Company are spending millions upon millions of dollars along the Pitt and Feather rivers in the production of power that is being brought to Oakland and the San Francisco Bay district and it is evident from the activities of all of the hydro-electric corporations, that there is belief that there will be a tremendous demand for electric energy in the future for manufacturing, transportation and other uses.

This portion of the state is only interested in the operations of the Pacific Gas & Electric Company and the Great Western Power Company, but other companies in the Mount Whitney region and in the south are just as active.

TWO GREAT RIVERS.
The Pacific Gas & Electric Company has taken up the development of the Pitt river and the Great Western Power Company is doing the same on the Feather river. In the accompanying of their plans the Pacific Gas & Electric Company has just completed the purchase of the Northern California Power Company, which held controlling rights in the Pitt river and the Great Western Power Company has reorganized, increasing its capital to meet the development costs that it is facing.

The Pacific Gas & Electric Company has completed the agreement for purchasing the Northern California Power Company for \$3,400,000, and the latter company has agreed to the State Railroad Commission for permission to complete the transaction. The purchasing company assumes all liabilities, so that the debt involves something like \$12,000,000, for there is a bonded debt of \$6,512,529 on the property.

This, however, marks the beginning of vast development along the Pitt river, which is being conducted under the supervision of the Mount Whitney Power Corporation, this company being owned exclusively by the Pacific Gas & Electric Company.

The Great Western Power Company has acquired all of the power rights along the Feather river, extending from Oroville to the headwaters of the river. This company recently reorganized into a corporation with an ultimate bonding and stock capacity of \$15,000,000, though the recent sales permits only involve \$7,500,000, \$6,000,000 in bonds and the rest in preferred stock.

This sum is being used in developing what is called the "Caribou System" of this company. This system contemplates six great generating plants at various points along the Feather river, each one as great as the plant now completed at Big Bend.

To go into figures as to the amount of power that these plants would produce would be meaningless. It is sufficient to say that the activities of these two companies means that never again will this state be caught with a power shortage such as faced California a year ago when the power lines had to be all connect and energy had to be all rationed in order to keep war work going.

The development work that is now under way will make northern California equal and superior to the Niagara district as a producer of hydro-electric energy.

The Real Estate Owner and the Live Agent

(From the Real Estate News)
The average real estate owner does not seem to appreciate the fact that one good, hard-working agent is worth ten indifferent ones. His ideas of how to sell his land seems to be summed up in listing his property for sale with as many brokers as possible.

DEVELOPMENT IN SAN JOAQUIN

State Corporation Commissioner E. C. Bellows has issued stock permits to a number of San Joaquin Valley corporations, among which are the following:
The San Joaquin Orchard Company, the principal place of business of which is Hanford, is authorized to sell its entire capital stock, 1000 shares, par value \$100 per share, to its incorporators. The company was organized for the purpose of farming. It proposes to purchase 333 acres of land for this purpose.

Round Mountain Citrus Farm Company, Fresno—To sell and issue 5000 shares of its capital stock, par value \$10 per share. The company is owner of a tract of land in Fresno county on which there are extensive improvements.

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EXCLUSIVE CONTRACTS IN DEALING

BULLETIN OF OAKLAND REAL ESTATE BOARD.
That the vast majority of real estate brokers throughout the United States earnestly favor the establishment of universal custom of dealing exclusively through exclusive agency contracts and that a great many of the more prominent firms throughout the country have already adopted such a policy is a discovery made by the Oakland Real Estate Board as a result of a questionnaire sent recently to all of the organizations affiliated with the National Association of Real Estate Boards.

The letter of inquiry was issued by the local organization preparatory to the consideration of adopting a local policy favoring the transaction of real estate business by means of exclusive agency authorization. The subject is to be considered by local realtors at the next meeting of the board of directors and will probably form the subject of debate at the next general membership meeting of the board.

THE EASTERN IDEA.
In an article favoring the general adoption of the exclusive agency authorization, a writer for Real Estate News has the following to say:

"An exclusive agency is one which, while it lists, excludes the agency of others, and if it is to be effective it must exclude independent negotiations by the owners. A broker works for the sake of a commission, and an exclusive agency is one which insures him a clear field for a certain time and entitles him to a commission if the property is sold during that time, no matter by whom. The owner must understand that for a given period the broker is his mouthpiece. Nothing less will do."

"Property owners are only too apt to be lulled by the broker's commission, or even to rob him of it if they can. If you accept the agency of a piece of real estate and submit it to a sale purchaser, the customer often makes no scruple of going to the owner and offering him a lower price with the commission cut out."

LABOR IN VAIN.
"The property may be sold according to the plan of the purchaser, or he may be in-law, and you have no means of knowing that the real purchaser is the man whom you approached. Your labor is very apt to be spent in vain unless you contract with the owner to a commission, and then you are sure to get a commission upon a sale effected by whatever means during the continuance of your agency."

"The undertaking of a broker to use his efforts to sell the property is a sufficient consideration for the promise of the owner to pay a commission on any sale made within a given period. The contract, if accepted, will be binding, though not signed by the broker, but the better practice is to have it executed in duplicate so that each party may have a copy. To definite period of agency should be specified."

LAKEVIEW HOME.
T. W. Button is just finishing for E. L. Conna handsome six-room bungalow on Grand avenue near Welles. The cost is \$5500.

NEW LAKEVIEW HOME.
Dr. J. J. Moyer is having a handsome home built on Lakeside avenue near Lake Park avenue. The contract price is \$13,000 and E. A. Spencer has the contract.

NEW WAREHOUSE.
Muller Bros. are building a reinforced concrete warehouse at East Fourteenth street and Forty-sixth avenue to cost \$14,000. They will double the size of their plant.

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Load Cars to Capacity and Without Delay

(From "Bolts and Nuts" issued by the Manufacturers' Bureau of the Chamber of Commerce)
Crop Transportation—The railroads of this country are facing the movement of probably the largest crops in the history of this country and already there is shortage of equipment in many sections. If the worst car famine in years is to be avoided it will only be brought about by the active co-operation of shippers in assisting to provide maximum loading of railroad equipment and assist in making one car do the work of two.

RATE DIVISION IS TO STAND

There will be no change in the division of rates by which the Bay Point & Clayton railroad received from the Oakland, Antioch & Eastern railway 10 cents per ton for cement, with a minimum of \$5 per car, when the joint rate is \$1 a ton, and 20 cents a ton when the joint rate is in excess of \$1 a ton, the Railroad Commission finding, in a decision handed down, that the present division is not unreasonable.

In July, 1918, the Oakland-Antioch increased its tariffs for cement carrying 40 cents a ton, putting them on a par with the rates charged by the federal controlled lines.

To get part of this 40 cents the Bay Point line took the matter up with the Railroad Commission. The commission plainly says that the Bay Point line, though a common carrier, is run for the benefit of the cement companies, whose plant makes use of the line's terminals, and that revision of the rate division as sought by the Bay Point-Clayton would have the effect of giving to the cement companies an advantage over other cement companies. The opinion ordering a denial of the Bay Point-Clayton line's application says:

"If at this time an order were issued increasing the allowance to the Bay Point & Clayton railroad on traffic moving in connection with the Oakland, Antioch & Eastern, a discrimination would immediately be created in favor of the Cement Portland Cement Company, located at Covell, as against the cement manufacturers shipping from Tolman, Patterson, Napa Junction and San Juan, in the competitive points reached direct by the Oakland, Antioch & Eastern, or through its connections."

SMALL HOMES.
The Booth-Frederick Realty company has under construction four-room bungalows on East Fifteenth street near Forty-first avenue. They will cost \$1650 each and S. A. Warner holds the contract.

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FIND BASIS FOR HOME LOAN BANKS

Preparatory to a consideration of legislation authorizing the establishment of federal home loan banks, the United States Department of Labor has, through the National Association of Real Estate Boards, forwarded a questionnaire to realtors throughout the country asking for information which will furnish the necessary data for a proper study of the factors underlying and determining a fair rental return on capital invested in real estate.

Four classifications of real estate are included in this questionnaire: residential, average neighborhood and modest neighborhood, flats—average neighborhood and modest neighborhood. The conditions of operation and the revenue derived during the five years from 1914 to 1918 inclusive, are asked for as applying to a score of properties in each city which may be regarded as typical illustration of realty conditions there existing.

Among those who are compiling statistics of this character as the request of the Oakland Real Estate Board are James J. McElroy, Herbert Rittgenstein, Charles M. Wood, William J. Layman and Bert Shrader.

Another and more comprehensive questionnaire issued by the Department of Labor, dealing with all classifications of real estate, is also being answered by the Oakland Real Estate board, in which technical information is given covering a five-year period from 1914 to 1918 inclusive, showing the character of various kinds of real estate from an investment standpoint and showing the various sources from which money was procured for construction or investment in various classes of real estate in this community.

INVESTS IN OAKLAND.
George Mullins, superintendent of the State Highway Commission for the district comprising the San Francisco, Alameda and Contra Costa counties, has purchased for \$6500 flats at Fifty-second and Dover streets, formerly owned by Andrew Nelson. The transaction was handled by the F. F. Porter office. Mullins was formerly in charge of the Watsonville and Santa Cruz district. Since his transfer to this territory he has been investing in Oakland real estate.

PLANT REOPENS.
The Atlas Machine Works has reopened after a five-month absence under the management of Andrew N. Chouvaloff, manager of this plant, has been relieved from duty as lieutenant in the United States Navy and at once reopened the plant with which he was formerly connected. This plant handles everything in the line of general machine making and repairing and remodeling, and the high class of workmanship for which it gained a reputation before the war will be continued.

A BIG CONTRACT.
The building permit for the dancing pavilion being erected on the corner of Franklin and Fourteenth streets calls for \$150,000.

BUILDING PERMITS

SUNDAY BUILDING PERMITS		2-story flats and stores	1
Issued by the building department, Oakland, Cal., by the week ending Wednesday, Sept. 4, 1919, J. A. Lloyd, building inspector.		2-story dwelling	1
Classification of things, No. Permits.		2-story toilet building	1
1-story dwellings	18	2-story warehouse	1
2-story dwellings	11	2-story carpenter and paint shop	1
3-story dwellings	1	2-story office building	1
4-story dwellings	1	2-story laundry building	1
5-story dwellings	1	2-story toilet buildings	1
6-story dwellings	1	2-story hangar	1
7-story dwellings	1	2-story brick machine shop	1
8-story dwellings	1	2-story brick machine shop	1
9-story dwellings	1	2-story brick machine shop	1
10-story dwellings	1	2-story brick machine shop	1
11-story dwellings	1	2-story brick machine shop	1
12-story dwellings	1	2-story brick machine shop	1
13-story dwellings	1	2-story brick machine shop	1
14-story dwellings	1	2-story brick machine shop	1
15-story dwellings	1	2-story brick machine shop	1
16-story dwellings	1	2-story brick machine shop	1
17-story dwellings	1	2-story brick machine shop	1
18-story dwellings	1	2-story brick machine shop	1
19-story dwellings	1	2-story brick machine shop	1
20-story dwellings	1	2-story brick machine shop	1
21-story dwellings	1	2-story brick machine shop	1
22-story dwellings	1	2-story brick machine shop	1
23-story dwellings	1	2-story brick machine shop	1
24-story dwellings	1	2-story brick machine shop	1
25-story dwellings	1	2-story brick machine shop	1
26-story dwellings	1	2-story brick machine shop	1
27-story dwellings	1	2-story brick machine shop	1
28-story dwellings	1	2-story brick machine shop	1
29-story dwellings	1	2-story brick machine shop	1
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51-story dwellings	1	2-story brick machine shop	1
52-story dwellings	1	2-story brick machine shop	1
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84-story dwellings	1	2-story brick machine shop	1
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86-story dwellings	1	2-story brick machine shop	1
87-story dwellings	1	2-story brick machine shop	1
88-story dwellings	1	2-story brick machine shop	1
89-story dwellings	1	2-story brick machine shop	1
90-story dwellings	1	2-story brick machine shop	1
91-story dwellings	1	2-story brick machine shop	1
92-story dwellings	1	2-story brick machine shop	1
93-story dwellings	1	2-story brick machine shop	1
94-story dwellings	1	2-story brick machine shop	1
95-story dwellings	1	2-story brick machine shop	1
96-story dwellings	1	2-story brick machine shop	1
97-story dwellings	1	2-story brick machine shop	1
98-story dwellings	1	2-story brick machine shop	1
99-story dwellings	1	2-story brick machine shop	1
100-story dwellings	1	2-story brick machine shop	1
Total	78	\$102,230.00	1

OAKS WAKE UP WITH TWO BALL GAMES FROM SEATTLE

RIVAL HEAVYWEIGHTS IN FINE CONDITION FOR THEIR BATTLE AT AUDITORIUM TUESDAY

SUCCESS IS ASSURED FOR BOTH DIVISIONS OF TRIBUNE LEAGUES

Although Opening of Season is Five Weeks Distant Players Are Already Enthusiastic

By EDDIE MURPHY.

With the Class A and B divisions of the Oakland Tribune League organized, it is now up to the managers of those clubs to get busy in preparing their clubs to put up some high class baseball for the fans of the Eastbay cities during the winter months. And also to assist the league directors in their efforts to make both leagues a grand success. Not in the history of forming amateur and semi-pro baseball leagues around the bay, have plans been so complete at such an early date before the start.

The opening of the season is five weeks away today and already the players are picked and the guarantees that each team will be able to play have been made. The league will be on the job for opening day has been made, and the same time has been set for the first game. The last meeting and they will have their guarantees up at the next meeting.

Plenty of Time to Get Teams Prepared

The managers will do the little bit that the league directors ask of them, the leagues will start and go through their season without the slightest hitch, and a team will be in the running during the closing weeks of the season, or fail to make good from the start. It will be only the blame of the team manager himself. Managers have from now until October to get their teams ready for the season. The next big meeting will be held to sign their players of which the limit has been set at 12. He can get his players out on the diamonds for the next few Sundays and have them work up some team work and get them in at their best in the opening game.

In the past makings of leagues, it has been the custom to get the players out on the diamonds for the next few Sundays and have them work up some team work and get them in at their best in the opening game.

Jerry and Fred Are Always on the Job

Now that the Tribune leagues are organized and everything points to one of the most prosperous seasons that the young men of the Eastbay have ever known, the directors of the league have more than done their duty. They have organized the league and have it in a shape to get the players out on the diamonds for the next few Sundays and have them work up some team work and get them in at their best in the opening game.

Jack Herrick is Railroad Man Now

Jack Herrick, veteran boxer, showed up unexpectedly at Bill Larue's training camp yesterday.

SANTA CLARA'S BUSY HARMON ON THE JOB

By HENRY C. VEIT.

Ever notice how a duck takes to water? It starts about, never quiet, and seemingly makes sport of its less fortunate kindred of the feathered species watching from the shore with envious eyes the coverings of him who is in the water. It is a little of this that Santa Clara has in mind. The turns have taken on the appearance of steady, staunch supporters of the game. The game is being played in a manner and work, as manifested by the some seventy odd daily aspirants to a berth on the water.

COACH EMILIO HARMON OF SANTA CLARA.

While the first few days passed little of what will shortly be forthcoming in the grand old game of football. The game is being played in a manner and work, as manifested by the some seventy odd daily aspirants to a berth on the water.

an informal luncheon tendered him by the student body and the moderation of athletes he outlined the season's work in a few choice words, as seen through with his prospects. It seems to be his wont.

Locals Score Ten Tallies in One Frame

The lecture composed by J. Cal Ewing, representing the board of directors of the Oakland ball club, and read to the players by Manager Del Howard Friday, had its effect. The Oaks stepped forth yesterday and took two complete and entire ball games from Charlie Mullen's Seattle tribe and the boys showed all the "pep" in the world. The lads who supposed there was no necessity of hustling because the team was out of the race, suddenly came to life and the fans got a big run for their money.

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One of the players that did some real hard work in winning the two games for Cal Ewing and company was Russell ("Rus") Arlett. The big boy pitcher of the Oaks stepped to the mound and got credit for a winning game. He pitched the first seven innings of the first game, Manager Howard taking him from the box after the eighth. Arlett in the fourth inning of the second game that scored two players ahead of him that clinched the second win of the day, the final score being 3 to 4.

Charlie Mullen Has Wild Men on Team

It looked like a sure Seattle victory in the first game, as the boys from the Northwest had gained a 4 to 0 lead before Bigbee came on a rampage without warning, issuing walks to Willie Cooper and Gusto after Lane walked and the first out of the inning. Williams, the second wild man, robed Bigbee, and he wild pitched to change him. Charlie Mullen scored on Robert's single and the boys were again full when Grover walked. Thomas scored and Ewing and Arlett hit by hitting a single to Cooper. Gusto and Murphy. Arlett forced Boone and the game was tied. That left the boys still full for Cooper to come up and hit a three-run drive home. Arlett scored and Willie Cooper was safe on Garcia's error, allowing Cooper to score. The boys were now two up and flew to Cunningham for the last out.

STATE TENNIS TOURNAMENT AT BERKELEY

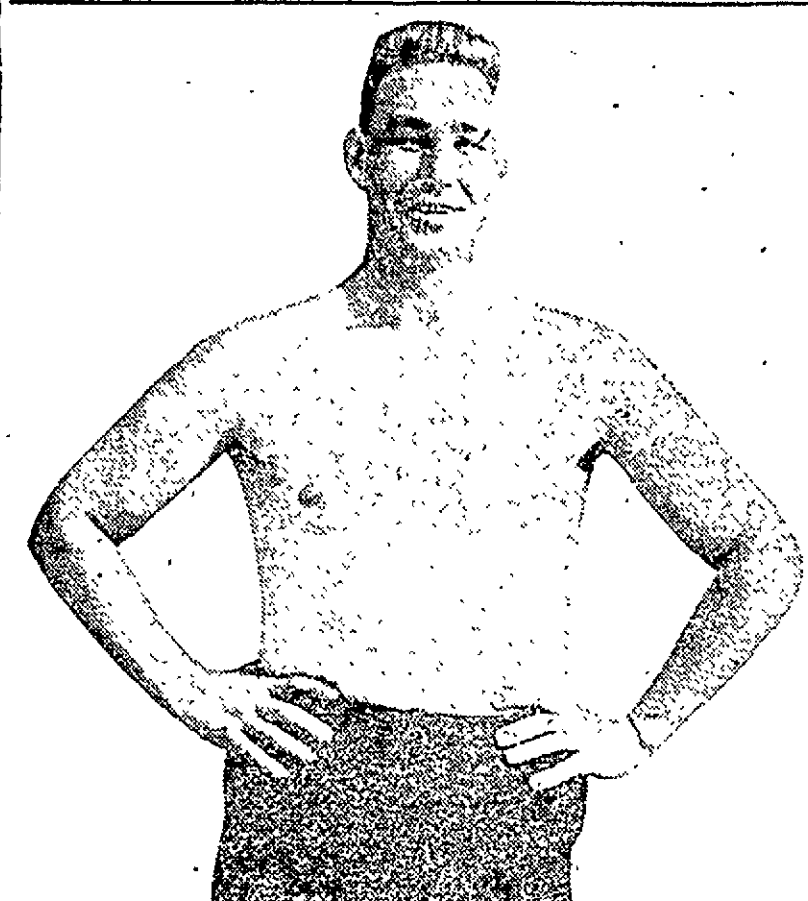
There were no upsets in the first day's play in the State Tennis tournament held at the Berkeley country club yesterday. Axel Graeven, just back from a successful invasion of Maryland, defeated Phil Bibo in easy fashion, the latter winning but one game in the two sets necessary to win the match.

EDMUND LEVY AND VAN DYKE JOHNS STAGED AN INTERESTING MATCH, WHICH WAS WON BY LEVY. The first set was won by J. L. Smith gave Roland Roberts a hard fight, the latter winning 3 and 7.

By NELSON G. WELBURN.

Washington Park courts in Alameda are the battle ground this morning for the State Tennis tournament. The history of the court game in the island city. Promptly at 9 o'clock the annual Alameda city championship tournament will get under way with the first match between J. L. Smith and B. Banks meeting S. Bray and J. J. Conycomb at 9:30. From that time on, through the day, the courts will be filled with the play of many of the best players in the state. The first round of the tournament will be completed by 1:30 p.m. and the second round will be in progress by 2:30 p.m. The tournament will continue until 5:30 p.m. when the final match will be played.

ORIGINAL WHITE HOPE



Tommy Simpson Visits San Rafael and Returns With Glowing Reports of Condition

Why the lack of chatter from San Rafael? Carl Morris, the white hope who met Bill Larue at the Auditorium Tuesday afternoon has been over at Billy Shannon's for a week and not a word has been heard from him. Tommy Simpson, who is promoting the show can't account for the silence. Tommy calls up Shannon once in a while to find out if Morris is still in camp. Billy always reassures the little promoter but has nothing further to say than that the Tulsa engineer is putting in his licks daily.

By BOB SHAND.

Sophomores and Seniors Annex Football Games

By DOUG MONTGOMERY.

Sept. 6.—By this time the smoke of battle has begun to clear away following the first football games held this afternoon on California field, and some battles they were during the entire period. Ordinarily the football season is about as devoid of interest as a billiard ball is of whiskers, but the games that were played by the freshmen and sophomores had another card up their sleeve in the person of Dean, who besides being a tackle of unusual ability, had a special occasion. Yesterday was one of those days when the freshmen and sophomores had a special occasion. Yesterday was one of those days when the freshmen and sophomores had a special occasion.

LOCAL NIMRODS DISCOVER A SPORTSMAN'S PARADISE

San Rafael Man Says Deer Being Killed There at Night Illegally

A party of Oakland sportsmen composed of Jay Davidson, W. E. Hall, E. H. Hooper and J. Davidson, spent nine days at Coffee creek, a pack-in of twenty miles from Coffeeville, which is sixty miles out of Redding. This party killed five deer the first day and they say that they have over a hundred deer in the area. This must be a sportsman's paradise, as the fishing is even better. The party is now in the area and they say that they have over a hundred deer in the area.

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FANS WONDER WHAT IS THE IMPORT OF C. MORRIS' SILENCE

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QPS Player Rols

Rolls 1531 138

Rolls 1531 138

Oak, Tech Rugger Lose to Cogswell

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The Shipley Construction baseball team defeated the Great Western Power 5 to 1 in the local game of the Saturday Industrial League. Klister was on the mound for the winners and allowed only three hits, while Elmer Martindale and Podder Dolan for the Power boys allowed eight.

BEAVERS WIN BY HITTING IN THE PINCHES

SACRAMENTO, Sept. 6.—Inability to hit in the pinch was the Vins' downfall. The Beavers won the game by hitting in the pinch. The Beavers won the game by hitting in the pinch.

Bill Johnston is Winner in Singles

FOREST HILLS, N. Y., Sept. 6.—Bill Johnston, the national champion and one of the best of the great array of western players who have won fame in the past added to his laurels here today when he defeated Norman E. Brockle, the Australian, 6-4, 7-5, 6-2, 1-2. Johnston was at the height of his form but he won handily enough.

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ANGELS WIN TWO GAMES FROM THE BEES

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SACRAMENTO, Sept.

START OF A FORMER TRIBUNE MARATHON

1913 H. L. Morton, San Jose Y. M. C. A. 35 minutes, 11 sec.	1916 Oliver J. Millard, Olympic Club, 33 minutes, 58 sec.
1914 Oliver J. Millard, Olympic Club, 33 minutes, 25 1-5 sec.	1917 Charles F. Hunter, Olympic Club, 33 minutes, 35 sec.
1915 Oliver J. Millard, Olympic Club, 33 minutes, 10 1-5 sec.	1918 Harry Ludwig, Olympic Club, 32 minutes, 55 2-5 sec.



THE START

SPORTING GOULASH

From all accounts the Goh Day was a
Grand
Old
Blower.

At that we showed 'em how to have a Goh Day with mighty few Gobs.

And if someone will kindly step to the front and tell us how or why is a Goh or who first started this Goh thing, we will reward the informant with a free ride to the top of the Goh Mountain. Ladies, look.

We know it does not mean Good Old Berkeley, but perhaps it is Go On Board.

But we're going to get even on the Gobs for not coming over here. We won't visit the fleet. That makes it fifty fifty and will make Admiral Ploughs mad.

Did you hear about the important little cuss from an country who went out in a launch to visit the fleet? He sailed around to the Gobs' private wharvey and demanded that he be allowed aboard.

"Who are you?" demanded a sailor.

"I am you," said the cuss.

Reply, "Tell the admiral one of the owners wants to come aboard."

"Admiral Ploughs Will Cure Many Dicks"
Say it will—especially if the en-

home was the ultimatum delivered by the directors to the Oakland and Alameda County Board of Supervisors, and none of them hustled home.

It's tough on an owner to spend upwards of sixteen thousand berries for new ball players and then to fail to slick the Vallejo Shippers.

Here a whole week has gone by and Walter Dewey has a letter from C. J. Jordan, the noted author of the "Licks" Club.

But life is composing one now and thinking of some real mean things to write about the sucker.

Walter Dewey is a real nut. But Walter is a real nut, too. And he brings in the evidence.

We always said that Bill Large was a mighty shrewd guy, but we did not know he was advertising in the "Licks" Club. He was outside a local theater yesterday.

We lauded the
BILL LARGE
PAID IN ADVANCE.

Corporal Leslie Cox of the Melrose police station is training for the "Licks" Club. He is driving a built-up of his revolver and watching it before it lights.

When the army motor transport wagons moved down Broadway from the "Licks" Club, the drivers of the "Gee, they must have pinched some

DEL MONTE Cal., Sept. 6.—Frank Kates, the Claremont, went away in the California golf champion-ship ship, and will be back in the morning and round today. Frank shot it 68 on the first half and continued in the afternoon. He is followed by John Levison, 72 and 11. Kates is to meet Gus Schwartz tomorrow. Schwartz is a professional of the same name as he has put out Bobby Coleman, northern champion, and a Stanford student and he is given but little chance to stand up against Jack Neville, another favorite of Claremont, came through in good shape and will be in the morning. Neville had from San Francisco. The scores of 8 and 11. Neville goes out against the team today. The old rival, Douglas Grant, and the new rival, Turner is in line to likely tackle. Douglas is given but only one crack at the Stanford. The Claremont, the University of California, ran up against Ripley. Vincent when he was good in the second half and he is expected to be 3.

HUNTINGTON BEATEN.
The big triumph of the day was when the Huntington football team had his fellow townspeople. Frank Tatum, by a score of 2 and 1. Scores were 14 and 11. Huntington's Black is still in the running. He beat W. W. Campbell of Los Angeles with a score of 14 and 11. M. Lewis Sunday and this is to be

The 1919 Tribune Merritt Marathon race will be more representative than ever before, practically every athletic organization about the bay having sent in some entries. The Acorn Club of Alameda, the Uniono Sportiva Club and the Olympic Club of San Francisco will be strongly represented by runners of known calibre and the competition for club honors promises to be keen. Here are the entries:

SEVENTH ANNUAL TRIBUNE MARATHON

September 9, 1919.

- 1—J. J. Carroll, Olympic Club.
- 2—W. J. Churchill, Olympic Club.
- 3—John Maurer, Olympic Club.
- 4—Lane McMillan, Olympic Club.
- 5—Robert Vellon, Olympic Club.
- 6—E. E. Pomeroy, Olympic Club.
- 7—James L. Fuller, Olympic Club.
- 8—Al Washauer, Olympic Club.
- 9—Hugh O'Neill, Olympic Club.
- 10—Howard Miller, Olympic Club.
- 11—Andrew Ahern, Olympic Club.
- 12—William J. O'Brien, Olympic Club.
- 13—Fred S. McWilliams, Olympic Club.
- 14—Mario Dato, Unione Sportiva Italiana.
- 15—Primo Credito, Unione Sportiva Italiana.
- 16—Natalo Flora, Unione Sportiva Italiana.
- 17—Erminio Simonelli, Unione Sportiva Italiana.
- 18—Antonio Mazzaglia, Unione Sportiva Italiana.
- 19—Gustavo Capoletti, Unione Sportiva Italiana.
- 20—Ottorino Scardant, Unione Sportiva Italiana.

Runners Will Dress At the Auditorium

Participants in the Seventh Annual TRIBUNE Merritt Marathon will dress at the Auditorium instead of Piedmont Pavilion. Excellent accommodations are provided in the municipal structure including shower baths and individual dressing rooms.

Automobiles will be provided to convey the runners from the Auditorium to the starting point and return them after the race. The start and finish will be on the opposite side of the lake from the Auditorium.

The Playgrounds race will start promptly at nine o'clock.

The TRIBUNE-Merritt Marathon will start promptly at ten o'clock.

...and the ...

**Shipfitters to
Play Elks at
Richmond Lot**

**We Must Allow
Tom Cahalan
His Little Say**

Nealy O'Hara and his band of ball tossers from the Mare Island wharves will not be seen in action at Beach Park, Vallejo, this afternoon, but that will not keep the fans at Vallejo from seeing them in action.

are called out by the Richmond. The second game of their series, and you cannot blame the Vallejo fans for following the Shipfitters and Elks out to the ballpark. The Shipfitters and Elks put up at the Vallejo park last Sunday. The Elks defeated the Shipfitters 10-0. The Shipfitters were disappointed and most exasperated of any witnessed at Vallejo this season and which almost certainly will be the last. The Shipfitters accused Babe Hollis, the Richmond pitcher, of using the em-

HELLS HAS PREVIEWED.
Hollis admitted that he did use the emery ball at times, but he was so sorry after the game because of the roughness of the ball that he had the boys hand him that he said he would not use it today, but will go back to using it on the 10th of this Sunday. Every fan knows that Hollis is about the equal of any pitcher performing in the league, and that the emery is necessary for him to get the emery to get by. But we do not say that to hurt the team. The remark for Neely O'Hara has a ball club that is hard for any pitcher to beat. Hollis has a ball club that the Oaks and Seals tackled the Shipfitters, the Seals taking a beating and the Oaks taking a tie.

HOLLIS OR COLT.
It will be the second game of the season that the Shipfitters played and the fans are sure that one or the other reason why the fans will follow them. If the Shipfitters win, it will be because they have a ball club to be played, but the third game is no going to worry the Elks' players and the fans. Hollis has a ball club that O'Hara's bunch, as they are sore after the game of last Sunday. Tim Bohon has a ball club that is sure to be pitching for the Shipfitters with Jake Croter and Jeff Woods doing the

that we shouldn't be considered. Most of the players are going to play with the exception of a few Sunday. Of course we have strengthened our squad and we are in formation, intend to strengthen still more.

THEIR PROMISES.
No matter how strong or weak our team was, we barred none, and we have not been playing with another club WE PLAYED, and did not do as a certain man said we did not have the use to play because some of his players would not be in the game for the reason.

Furthermore, whenever Crockett made arrangements to play with the Elks, he was told that he did not have a lot of bickering regarding the return game, as I have read in your paper about a certain team.

As far as Richmond refusing to play with the Elks, I think we try real hard, not going along with a game with them.

THEY ARE AFRAID.
Possibly Richmond is afraid to tackle Crockett, and thereby lose the championship, or maybe they fear a repetition of the game a couple of weeks ago when they were by Richmond and cleaned up that club.

Crockett was composed of strict players and was a real team. Richmond was composed of the "cham-

that he could make the folks of Newark stop pinching him up at his home and letting him go. He thought of the Tractors alongside the Wedgewoods. It is just a renewal of the old rivalry that hops up among the two teams about this each season. Johnny Gillespie will hurl for the Tractors, with Vargas doing the catching. The Wedgewoods have Wales and H. May as pitchers with Sid Snow doing the catching, but there is no chance of the Newark boys getting a more experienced pitcher in an effort to beat the Tractors.

22—Enrico Poyolotti, Unione Sportiva Italiana.
23—Olimdo Pedronchini, Unione Sportiva Italiana.
24—Isidoro Lucca, Unione Sportiva Italiana.
25—Amerigo Del Bino, Virtus Club.
26—Joseph Del Bino, Virtus Club.
27—Armando Lippi, Virtus Club.
28—Armedeo Tommasini, Virtus Club.
29—Italo Lanci, Virtus Club.

30—Mario Lenzi, Virtus Club,
31—Agostino Baciagalupo, Virtus
Club,
32—Ray M. Locke, S. F. Letter Car-
riers' Association,
33—H. M. Loyett, University of Cali-
fornia,
34—A. J. Van Buren, University of

35—Philly Lopez, St. Mary's College.
36—Louis Prussoff, Oakland U. M.

OAKLAND BOWLING CLUB STANDING.		
	Wm.	1st.
Hughes	8	167
Daniel	8	167
McMichael	6	167
Furber	6	167
Kellon	7	181
Hall	5	155
Stevens	5	155
Whitney	4	155
Edson	1	77
Edwards	1	77
Hanno	2	109
High team series		
Hughes		175
High team game		
Parker		624
High individual series		
Sperry		275
High individual game		275

51—James M. Morrison, Oakland
Technical High School

RESULTS YESTERDAY.
Boston 11, Philadelphia 3 (first game).
Boston 5, Philadelphia 3.
Washington 4, New York 1.
St. Louis 12, Detroit 10.
Cleveland 11, Chicago 2.

STANDING OF THE CLUBS.

Club.	Won.	Lost.	Pct.
Chicago	78	41	.659
Cleveland	71	50	.587
Detroit	71	51	.582
Philadelphia	65	57	.530
St. Louis	63	60	.512
Boston	58	62	.483
Washington	47	76	.382
Philadelphia	32	90	.262

62—Franklin D. Bradley, unattached,
Oakland.

RESULTS YESTERDAY.			
Brooklyn 9, New York 5.			
Philadelphia 4, Boston 5.			
Pittsburg 11, Chicago 0.			
Cincinnati 5, St. Louis 2.			

STANDING OF THE CLUBS.			
Club—	Won	Lost	Pct.
Cincinnati	25	28	.461
New York	24	41	.367
Chicago	31	55	.358
Pittsburg	50	60	.454
Brooklyn	50	41	.552
St. Louis	43	74	.361
Philadelphia	42	75	.359
Boston	48	87	.350

has detailed a squad of police to
himself will act as starter.
patrol the course.

105—	Leslie Herber,	Acorn Club,
	Alameda.	
106—	John McKeau,	Acorn Club,
	Alameda.	
107—	A. L. Bunker,	Acorn Club,

108—Jack McLatchie, Acorn Club,
Alameda.

75—E. J. Martinez, unattached, San Francisco.
76—Joseph Garibaldi, unattached, San Francisco.
77—Mario Napoleotano, unattached, San Francisco.
78—A. Del Datto, unattached, San Francisco.
79—F. Cecchid, unattached, San Francisco.
80—A. Torre, unattached, San Francisco.
81—D. Cecchi, unattached, San Francisco.
82—H. Roppolla, unattached, San Francisco.
83—Lord N. Brown, unattached, San Francisco.

USING GSN

86—	Antilo	Ermenegildo,	unat-
		tached,	San Francisco.
87—	Clarence	Handwerker,	C. S. A.,
		Fort	McDowell.
88—	Thos. R. Yarell,	C. S. A.,	Fort
			McDowell.
89—	Norris J. Berry,	United States	
		Navy	
90—	Henry Dunbar,	Acorn Club,	
		Alameda.	
91—	Leo Cortella,	Acorn Club,	
		Alameda.	
92—	Stewart Menzies,	Acorn Club,	
		Alameda.	
93—	Herbert Moore,	Acorn Club,	
		Alameda.	
94—	Norman Coryall,	Acorn Club,	
		Alameda.	

BASEBALL

97—	Sheldon Cooper,	Acorn	Club,
	Alameda,		
98—	William Moran,	Acorn	Club,
99—	J. R. Knowland, Jr.,	Acorn	
	Club, Alameda,		
100—	Jack R. Dunn,	Acorn	Club,
	Alameda,		
101—	Howard Gray,	Acorn	Club,
	Alameda,		
102—	Jack Lum,	Acorn	Club,
	Alameda,		
103—	John Elliott,	Acorn	Club,
	Alameda,		
104—	George Clark,	Acorn	Club,
	Alameda,		

race will be from the Twelfth street end of the Lakeside boulevard around the southern side of the lake to the finish, which will be at Park drive, way and Grand avenue. Ten teams are entered in this contest, which is under the direction of Morris H. Hays of the Playground Department.

PLAYGROUND RELAY ESTIMES

Durant, Longfellow, Golden Gate, Emerson, Lazear, Prescott, Park Boulevard, Allendale, Mosswood, Clawson.

Doubleheader At the Coast

League Party

109—George Mendello, Acorn Club, Alameda.
110—J. C. Keay, Acorn Club, Alameda.
111—Edward Kollmyer, Acorn Club, Alameda.
112—Ted Hutton, Acorn Club, Alameda.
113—Henry Shaw, Acorn Club, Alameda.
114—Morris Roach, U. S. M. C.
115—E. L. Colby, U. S. M. C.
116—George W. Smith, U. S. M. C.
117—Vincent Irish, U. S. M. C.
118—Rudolph Bubben, U. S. M. C.

scheduled for the Coast league park, Frank Graves, manager of the Con-

While on a motor trip in Sonoma county last week Dr. Charles Broad, former manager of the Oakland Natives' team, was in an accident for which he is not in the least to blame.

While driving through the hills a deer ran in front of his machine and was injured so that it could not get along on its feet. Doc hopped from his machine and cut the throat of the deer, put it in the machine and brought it home for distribution among his friends.

DASERAIL

the starting time for the Shasta-Sacramento game.

Oakland Coast League Park
PARK AND SAN PABLO AVES.

Oaks vs. Seattle

Double-header Thursday.
Starting at 2 p. m.

SUNDAY AT 10:30 A. M.

Admission—Adults to Grand Stand, 55c;
to Bleachers, 30c. Children to Grand Stand,
25c; to Bleachers, 10c. Ladies Free on
Thursday (except 50 war tax).

PLEASE HAVE EXACT CHANGE

[illegible]

Firms With Lines Not Already Participating May Enter the Campaign and Arr

PRIZES

Offered By the National Promotion Co. Through Its Great Advertising, Popularizing and SELLING CAMPAIGN PAYING YOU VIA \$12,000 in PRIZES TO Trade With These Leading Firms

Votes Win the Prizes. Votes Given for Labels, Wrappers, Coupons,
Empties, Sales-Slips, Etc.

Costs Nothing to Compete and Win!

You buy only the things you need, anyway. To win, buy Campaign Products, the best.

CASH FIRST GRAND PRIZE

SIXTH-GRAND PRIZE

\$400 Starr Phonograph

A beautiful mahogany upright, se, handomely inlaid—a phonograph that would grace any place. Because it is a "STARR" means it is sweet of tone and a perfect reproducer.

On display at contest headquarters.

Bought of:

Oakland Phonograph Co.

"The Exclusive Phonograph Shop"

473 12th Street, Oakland

SEVENTH GRAND PRIZE

\$350

Edison \$300 Phonograph with \$50 worth Records

On display at Contest Headquarters, 1418 Jefferson St.

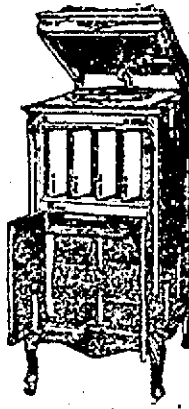
This is a Sheraton inlaid case, like picture. Everyone knows the Edison is an ideal talking machine.

Bought of:

Oakland Phonograph Co.

"The Exclusive Phonograph Shop"

473 12th Street, Oakland



Sweet of tone, beautiful mahogany case—selected curly grain wood, truly a beautiful piece of furniture and a perfect musical instrument.

On display at contest office.

Bought of:

Oakland Phonograph Co.

"The Exclusive Phonograph Shop"

473 12th Street, Oakland

EIGHTH GRAND PRIZE

\$300

Columbia Phonograph

This wonderful Starr phonograph is in a selected beautifully grained-matched walnut case, upright. An exceptionally attractive case—and STARRS need no explanation of their merit. On display at contest headquarters.

Bought of:

Oakland Phonograph Co.

"The Exclusive Phonograph Shop"

473 12th Street, Oakland

NINTH GRAND PRIZE

\$250 Starr Phonograph

A beautiful mahogany upright, se, handomely inlaid—a phonograph that would grace any place. Because it is a "STARR" means it is sweet of tone and a perfect reproducer.

On display at contest office.

Bought of:

Oakland Phonograph Co.

"The Exclusive Phonograph Shop"

473 12th Street, Oakland

MADE AND WHAT TO SAVE FOR VOTES

Alphabetical lists showing things to save for votes free at contest office.

Buy—

Puritan Ham and Bacon

If You Want the "Best"

Votes—special tickets on Ham and Bacon—5000 votes each. Vote box tops of sliced bacon. 750 votes each.

CUDAHY PACKING CO.

Nutritious, Healthful and Fine Tasting, is—

PERFECTION BREAD

Don't waste—eat the best. Perfection Bread wrappers good for 130 votes each.

Golden Sheaf Baking Co.
Berkeley 6280

For pure deliciousness, satisfying refreshments, eat **ICE CREAM**. And the BEST of that is

Superior Ice Cream

"It's Made to Prove Its Name"

Demand the right kind. Empty cartons good for votes—600 each quart. Buy coupon books, covers good for votes, too.

SUPERIOR ICE CREAM CO.
1131 SEVENTH ST. OAKLAND 1200

Juanada Turtle PRODUCTS

Connoisseurs appreciate the exceptional flavor of Juanada turtle Soup and Turtle Meats. They bring the turtle to your table. In small tins for home use—sold at the better groceries only.

National City Commercial Co.
NATIONAL CITY, CALIF.

"Put Your Duds in Our Suds"

and rest content that they will be treated white—just right.

We know how, and are modernly equipped to do "best" laundry work and solicit yours.

Vote our \$1 coupon book and laundry slips, too—10 votes each 1c.

OAKLAND LAUNDRY CO.
730 29TH ST. LAKESIDE 805

California's Wonderful T. & D. THEATERS

Where the Highest Grade Amusement is obtainable always.

11th nr. Broadway, Oakland
2115 Kittridge St., Berkeley
"Comfort Joins Quality"

Buy our special Coupon Books, good for 1000 votes each; good for admissions to either theater.

"ENJOY YOURSELF"

VELVET TOBACCO

Save the empty can—each good for 150 votes.

RIEGER'S PERFUMES

Awarded the Gold Medal of Honor (the highest award) in competition with the world.

10 votes each cent cost for Rieger's Concentrated Flower Drops or Perfumes or Toilet Waters, Boxes.

Paul Rieger & Co.
SAN FRANCISCO

HILVILLA TEA

There is a world of difference between Teas. Hilvilla is carefully selected—most palatable and delicious.

Try it and know what REAL TEA is. Vote top of box.

HILLS BROS.
SAN FRANCISCO

KEM-SAL

No home-complete without a box of the wonderful Kem-Sal. Try it and know why.

Vote empty box—1000 votes each.

Whitney Chemical Co
SAN FRANCISCO

WRIGLEY'S SPEARMINT

Save the outside coupon wrappers from all of Wrigley's Gums—Spearmint, Doublemint and Juicy Fruit. Each Wrigley coupon wrapper good for 50 votes.

BYRON MAUZY PIANOS

573 14th Street, Oakland

Where absolutely the best, in greatest assortment, in Pianos and Musical Goods can be obtained.

Vote sales slips and cash receipts. (Cash receipts from San Francisco store also get votes.)

Complete Details free at

HEADQUARTERS
1418 Jefferson St.
Phone LAKESIDE 6050

WHO CAN ENTER AND COMPETE HOW TO ENTER, WHAT TO DO

- Any organization in Alameda county, such as church, charitable, social, school, benevolent, Red Cross, union, fraternal, or any worthy organization. It costs nothing to enter or compete.
- The First Grand Prize, \$1500 in cash, will be awarded to the organization securing the largest number of votes as will be evidenced by vouchers issued by the campaign for that purpose. Each of the several prizes, totaling over \$12,000, shown on this page, will be awarded in rotation to the organizations receiving the largest number of votes, such as first, second, third, fourth prizes, etc., earned by the organizations competing for them according to printed Rules and Regulations. There will be about 50 prizes.
- Votes will be given on the various articles and commodities, and on the sales slips and coupon books secured from the various merchants named on these pages, and others who may be added to the list from time to time, which specifically show the number of votes given regularly, for each article, and which clearly shows what part of each article is to be turned in to secure votes. The only variation from the set value of these votes, or ten votes for each cent purchase price, will be when the prices of articles are in fractions or others specifically printed thereon, and upon the occasion of special offers and combinations, which will be properly set forth from time to time and in proper time to allow all contestants equal right and showing. Weekly instructions, special offers, etc., will appear in The Sunday TRIBUNE.
- Nomination Blank is printed herewith, good for 25,000 votes. Only one blank for each organization will be counted, which may be turned in or mailed to National Promotion Company, or brought to headquarters at 1418 Jefferson street. Or nominations will be accepted over the phone or by written request otherwise. Telephone Lakeside 6050.
- Always ask for the goods which are named on these pages when making purchases, as they are good for votes, and ask for sales slips at the retail stores named as they are good for votes as specified herein. The friends will also be glad to assist you in doing likewise, as they are accomplishing the purpose of helping their favorite organization and friends, and at the same time securing the highest class of merchandise at absolutely NO additional cost whatsoever.
- Organizations desiring to enter should do so at once, and begin organizing and getting ready for work. Actual voting will begin Tuesday morning at 10 o'clock, September 23, 1934.
- Organization managers or others interested are cordially invited to call at headquarters and be given all details and working plans.
- All vote-matter must be cast only at Contest headquarters and to receive credit, organizations must be issued proper Vote Certificates.

RULES AND REGULATIONS

- This campaign will close December 20, 1934, at 5 p. m.
- Privileges will not be granted, nor votes counted, or in any way allowed by organizations entering this campaign, who will be dropped by withdrawing and throwing their votes to some other organization, unless done so within the first thirty days of this campaign and in writing, to Contest Manager on or before October 23, 1934, noon.
- At the close of this campaign the prizes will be awarded as soon thereafter as possible to the winners, who will be notified by certificates issued, and by the Campaign Manager, and all those entering this contest specifically agree to abide by the decision, and organizations actively competing expressly thereby prima facie adhesion to such agreement.
- In case any one prize is tied for, those thing will be awarded an identical prize.
- Ballots once issued, or votes cast, cannot be transferred except as governed by Rule II.
- If at any time it is discovered that any of the contestants in this contest become guilty of unfair methods, their entries will be dropped and the votes cast prior thereto will be lost. The Manager reserves the right and those entering agree to abide thereby, and organizations actively competing expressly thereby prima facie adhesion to such agreement.
- No agreements or promises made any one will be held binding unless specifically printed in The TRIBUNE columns or put in writing by the Campaign Manager.
- Any argument or disputes that might come up between contestants are to be decided by the Campaign Manager, and his decision shall be final on the subject. This all contestants agree to upon entering, and organizations actively competing expressly thereby prima facie adhesion to such agreement.
- The Managers of the National Promotion company reserve the right to add additional prizes to those named for organizations, and to include individual contestants to compete therefor.
- All organizations entering and competing specifically agree to abide by rules and regulations made now or at any time, which shall be published in the columns of The TRIBUNE by said Managers, which shall be identical for everyone. The campaign is a mutual affair and all shall abide by such rules as may become necessary, and organizations actively competing expressly thereby prima facie adhesion to such an agreement.
- The management reserves the right to reject the nomination of any organization.
- Contestants will all be treated identically, no partiality allowed, and all instructions and vote offers will be printed in the news columns of The Sunday TRIBUNE. Read the offers from week to week.
- Minimum "turn-in" requirements of vote getting matter will be announced as necessary, from week to week.
- No nominations accepted after October 23, 1934, nor will any new organization be permitted to enter and compete after that date.
- The Contest Managers reserve the right to include other physical prizes in the list here published, same to be awarded the winners in proper rotation according to the value of said prizes.

NOMINATION CERTIFICATE (ORGANIZATIONS ONLY)

Good for 25,000 Votes
And Votes Win the Prizes!

Date.....

NATIONAL PROMOTION CO.,
1418 Jefferson St., Oakland:
Please credit 25,000 Votes to below organization, which I nominate..... Organization

Whose Head Is.....

Whose Phone Is.....

Whose Address Is.....

We agree to abide by your printed Rules and Regulations.
Yours truly,

Only One Free Vote Certificate Allowed to Each Organization.

INDIANS FREER THAN AMERICANS, SAYS EDUCATOR

BERKELEY, Sept. 6.—American Indians of the days before the Spanish conquest enjoyed greater social freedom than do people of the present time, says Professor H. E. Bolton of the University of California.

The present day socialist would have less work to accomplish among the natives of the thirteenth century than faces him today in America. For the Indian believed in "communism" and the socialist dream of the "common ownership of the implements of production."

"The social organization of the western Indians," said Professor Bolton, "was highly developed. The natives believed in the common ownership of all lands and the ruling family saw that all shared alike in the products of the tribal lands."

CIAUFFEUR RELEASED.
ALAMEDA, Sept. 6.—Edward Marrott, charged with driving an automobile without an operator's license, was found guilty by Judge L. R. Weinmann this morning but was let go on suspended sentence. He was arrested following a collision last Saturday night between the car he was driving and the delivery car of Peter Berkes, Alameda laundryman. The collision occurred at Alameda avenue and Walnut.

OUTSIDERS AT TECH HIGH TO BE DISMISSED

Investigation of students registered in the Technical high school under false addresses, enabling them to attend the school when, as a matter of fact, they are residents of Alameda or Berkeley, and not entitled to do so, is under way by Superintendent of Schools Fred M. Hunter, and, in connection, a probe of confusion in registrations for night school classes is being made, following complaints that various applicants for instruction have been "crowded out."

Many Oakland pupils have been unable to enter the school, it is charged by Hunter, because of admissions from Piedmont, Berkeley and Alameda. The Piedmont students have a right to attend the state law providing that the Oakland school district must take care of Piedmont's high school students. Hunter, and, in connection, a probe of confusion in registrations for night school classes is being made, following complaints that various applicants for instruction have been "crowded out."

Overcrowding in shop classes in night schools has caused considerable complaint. One case, that of Allen Ramsey, 1018 Oakland avenue, has been a right to attend the school. He holds that in the making up of night school machine shop practice classes he has been shunted out of three classes, although he was one of the top scorers in the construction. No other school handles this line of work, he says. He lives in Piedmont. He will insist, he says, on the right to attend the school.

"If a place is not found for him to that particular school for a certain course," said Hunter, "of course he has the right to it if there is room, but the Oakland students must necessarily have the first preference."

The board of education will be given a schedule of classes and assignments covering the matter next week, Hunter says.

LIBERAL PIANO VALUES

ACTUAL SAVING OF
FROM \$100 TO \$300

Some Very Fine Used Pianos at Startling Reductions

The great demand for the Chickering Ampico, the Bohmer Grand Piano and the Autiano necessities us as the direct factory representatives of these peerless instruments, to take in exchange as part payment many really fine pianos in the best-known makes. These pianos are exchanged mostly from wealthy homes, from musicians and one who have the means and demand the best.

As it has always been the policy of the house of Byron Mauzy, these exchanged pianos are priced so as to dispose of them immediately, figuring only a profit on the original sale upon which they were taken as part payment.

This opportunity will be greatly appreciated by those who wish to save and yet want the best in a piano. It is a well-known fact that it is preferable to purchase a good standard make in a used piano rather than a cheap make in a new one.

Easy monthly payments, an assurance of satisfaction, and a guarantee that is worth while with each piano sold.

The House of Byron Mauzy has been established for thirty years, an old reliable concern with an enviable reputation for handling only pianos of highest quality and the giving of liberal values.

We would suggest that you visit other stores, get their prices and you will then better appreciate the piano values we are offering.

BYRON MAUZY.
"Home of the Chickering."
573-575 FOURTEENTH ST.
Oakland 2200.
—Advertisement.

Charge Liquor Was Sold to U. S. Fighters

SAN FRANCISCO, Sept. 6.—Department of Justice operatives, led by Special Agent E. M. Blanford, raided downtown saloons and arrested four bartenders for selling liquor in violation of the wartime prohibition law today. The men were taken before United States Commissioner Thomas E. Hayden and their bail fixed at \$1000 each for hearing Monday. The men arrested were John P. Ferris and his son, 554 Market street, for selling gin, and Otto Plehl, 548 Market; John Poppolino, 255 Market; and Fred Weisberger, 19 Fourth street, for selling whiskey. The last two were charged with selling whiskey to sailors and soldiers.

For Skill and Accuracy

perfect table pool game

PRICE. Fully equipped, will afford great amusement for the whole family. (Size 21x12 in.)

\$3.00

Complete line of Stationery, Flags, Toys and Novelties.

Wholesale and Retail
Oakland Stationery and Toy Co.
325 12th St., bet. Wash. & Clay Sts.

QPS Player/Rolls
Brillharts 531-138
Oakland

Credit
and what it means

Cosgrave's Service

It means that you can possess a suit, coat, dress or fur of the highest quality—equal in style to those offered by the best cash stores in Oakland, in many cases at a lower price—and you have the privilege of wearing the garment while paying for it in small payments at YOUR CONVENIENCE—

Isn't this an excellent offer?

COSGRAVE CLOAK AND SUIT HOUSE
523-13th St. OAKLAND
Bet. Clay and Wash.

TUBERCULOSIS

It was when physicians said it was impossible for J. M. Miller, Ohio, Druggist, to survive the ravages of Tuberculosis, he began experimenting on himself, and discovered the Home Treatment known as the ADDILINE. Anyone with coughs showing tubercular tendency or Tuberculosis, may use it under plain directions. Send your name and address to:

ADDILINE
93 Arcade Building, Columbus, Ohio
—Advertisement.

Invited to Do So. Call Lakeside 6050 For Details

Rugs and Beer in Grip Reported Lost
 Miss anyone found a bag, containing a Turkish rug, two bed sheets, two gas tubes and four plates of near-beer. Mrs. Von Wussow, 2211 Thirteenth avenue would like to communicate with the finder of the grip containing all the variety. She reported to police that the grip had been taken from a hallway at 778 Tenth street.

If you saw it in THE TRIBUNE, tell them so. Thank you.

81-YEAR-OLD CANDIDATE
 ALTOONA, Pa., Sept. 6.—An 81-year-old candidate for constable will run at the September primaries. The candidate is Henry Snyder, who has been constable of the Sixth Ward almost a quarter of a century.

LEGION GIVES VERSION OF CASE
 (Continued from Page 1-B).

should have been used in connection with a story printed in last Thursday's TRIBUNE regarding the failure of the reception to the men of the Pacific Fleet, since the legion had nothing whatever to do with the reception, either officially or unofficially.

"The TRIBUNE story said: 'The parade committee had the cooperation of the American Legion, but failed to induce former soldiers to turn out.'

"In the first place the Oakland fleet reception committee had not planned an Oakland parade, the only parade planned by any committee being that in honor of the war women workers, which took place in San Francisco on last Tuesday afternoon.

Your story, I am sure, that an Oakland parade had been planned, it is true that the Oakland committee had agreed, in consideration of certain concessions being granted the Eastbay in connection with the visit of the fleet, to send an Eastbay contingent to participate in the War Women's Day parade in San Francisco, and this was done. Incidentally, a larger number of men were in the Eastbay contingent than were in the San Francisco division.

2000 LETTERS SENT TO SERVICE MEN
 "In connection even with this parade the only part taken by the American Legion, in addition to some of its members, was the sending out, at the request of the local committee, of some 2000 letters to former service men, in which they were asked to participate in the parade in honor of the women, and the providing of five four-minute speakers for the downtown theaters to give publicity to the San Francisco parade.

"It is believed that more publicity was given to this feature of the parade than to any other. Reference to your own files will confirm this. The public at the parade only about 250 men from the Eastbay were induced to turn out. But the reason for this is generally understood. Men who have been in the service for any length of time have had enough of uniforms and parades—for a year or two at least.

"It is hoped that this statement will remove from the mind of the public any misconception they might have formed as to the part of the American Legion in the reception plans and it is requested that you will give this statement as much prominent publicity as was given Thursday's news story."

DEAN DISCUSSES FUTURE OF LAND
 (Continued from Page 1-B)

ture as in every other industry. Carnegie, Schwab and a long list of national men served their apprenticeship as beginners in their respective industries, and agriculture is no different. The landowner of today was a beginner and a laborer except in those rare instances of inherited wealth, or still more rare, discovered wealth as in mining or oil.

"This phase has even a more important significance than to the individual. We should only develop our lands as fast as we can do it with the cities of laborers we are willing to have become the eventual landowners.

"New England farms for generations were farmed by the Puritans and their descendants. The owners and neighbors' sons were the hired men. In due time the more capable and aggressive became the owners. With the development of the great middle west, the ambitious ones went west, and the parents hired immigrants from Ireland and Europe, and today it is the immigrant and his sons who are owning the farms formerly occupied by the Puritan and his sons.

TWO ILLUSTRATIONS
 "We have in California two conspicuous illustrations: The American, so-called, blood the Swiss and the Portuguese immigrants to do his milking; they are owning the land while the sons of the former owners are occupying positions in other industries."

Dean Van Norman held forth on his views of farms and farm-holders at a recent State conference of teachers of agriculture. No teacher in this subject, he declared, should send any student into a managerial position on a farm unless the latter has worked as a laborer. Most of the young men turned out of college at present are new to the farm, and are too young to be entrusted with managerial responsibilities, he declares.

One Killed, Two Hurt by Engine Explosion
 KIRBYVILLE, Texas, Sept. 6.—A small Scott engine, which killed Herman Radliff, seriously injured and a negro brakeman injured slightly when a Santa Fe railway engine exploded at Cal. Front Station, one mile south of here tonight. The engine had pulled on a shale track when its crown sheet was blown off.

Q. R. S. ROLLS
 Baithards 551-133. Oakland

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 HAVE BEEN STOPPED
 For Over 50 Years
 by DR. KLINE'S EPILEPTIC REMEDY. It is a rational and remarkably successful treatment for Epilepsy, Neuritis, Nervous Disorders, etc. Get or order it at any drug store.

Send for our FREE BOOK on Epilepsy. It is on Epilepsy, Neuritis, Nervous Disorders, etc. Get or order it at any drug store.

DR. R. H. KLINE CO. DEPT. 10, 111 N. 11th St., N. J.

PHILIP'S MEN ARE PROUD OF SPEED RECORD

The flotilla was steaming back from gay Hawaii. It was a notable flotilla. The Secretary of the Navy, chief of one of the greatest sea powers of the world, was aboard in haste. The flotilla was a fleet of the waves close by were other dreadnaughts, cruisers and a flock of destroyers.

Something happened. When it did the ordinary observer knew nothing of it. The secretary doubtless didn't hear a whisper of it. Most of the admirals hadn't the least idea of it.

But just the same it happened. From one of the speedy little destroyers, the U. S. S. Philip, a wireless crackled the news to the flagship. From the flagship came the crackling reply: "The destroyer, the U. S. S. Philip, answered, turned and in a few minutes was steaming back toward the fleet, and toward Honolulu.

The Philip was racing against death. On a bun, kin her sailors' quarters lay a seaman seriously ill with appendicitis. The destroyer has no physician on board, only a medical store, and the seaman must be placed in a hospital at once.

BUILT FOR SPEED
 "Now, destroyers are efficient craft. Ask any officer or man on the ships of that class which are tied up in Oakland at the Clay-street wharf—the Philip among them—and that statement will receive ample verification."

They are built for speed and they weren't built in vain. It required 14 hours to make the trip to Honolulu. The captain, Commander Edmund W. Sirothers, said that all possible speed was made. The record for the run was an average of 31 knots or about 33 miles an hour, which is close to the maximum set for the contractor.

The seaman reached the hospital in time and his life was saved. Officers of the Philip yesterday told the story to show the good time their craft can make when need arises.

Streams of visitors flowed over the destroyers yesterday, peering into the guns, climbing down ladders to see the big oil engines, fanning the torpedo tubes. Youngsters turned the wheels swerving the perfectly balanced and oiled four-inch cannon.

The same visiting hours will be observed today, 10 to 12 in the morning and 1 to 5 in the afternoon.

WANTS TO TEACH 'EM
 "Women visitors seem to take special delight in watching the sailors about to say 'good-bye' but Secretary Daniels forbids it—peeling potatoes. 'I'd like to give those boys some lessons,' said one matron.

The potatoes were crumbed at the crowd and kept at their tasks. They were efficient enough peeling to suit themselves, anyway.

While the flagship of the flotilla, the Bathurst, Commander Thomas A. Spryington, has three mascots, most of the destroyers are without pets.

"The destroyer life is 'too tough,' say the sailors, for mascot. They point to the story of how some one got the goat of the Philip.

The Philip when she was launched was given a goat. The donor was the daughter of the naval hero for whom the craft was named, so the goat was accepted with all politeness. A goat, according to the stories one hears, ought to have a diverting life on a warship, munching at the steel plates.

UNHAPPY GOAT
 But it seems otherwise in real life. The Philip's goat was most unhappy. He was subject to the mad disorder. When the low-lying destroyer cut through the waves, which came pillaging at night, the goat showed his disgust. He probably would have given it no foreign name. He was then sent to sea.

When that wasn't the trouble, the deck was too warm for him. There wasn't room, either, for him to cruise about sufficient. He was very unhappy. So one day a youngster took a fancy to the goat, and the goat liked the boy's home much better than he did the Philip. So a "separate maintenance" act was passed, and the goat went.

POLICE HERO'S FUNERAL WILL DRAW THROG

Oakland's police force will turn out en masse Monday afternoon when the funeral services will be held for Policeman C. J. D. Gargadenne, dead as the result of a battle with a bandit suspect, and who, after being mortally wounded, shot and killed Otto McMahon, has adversary, and arrested William Schultz and Caesar Pellegrini, the latter since identified in three "gas station holdup" cases, and the holdup and battle at the Triangel saloon in North Oakland.

A committee of police officers, headed by Captain of Police Thorvald Brown, are arranging the details of the last rites for the dead police hero.

Steps have already been taken to insure the widow of the late policeman against want. Immediate action has been arranged to have paid over to her the \$1250 due from the Police and Orphans' fund, and from the regular municipal pension fund she will later receive \$1000, or, if totally dependent on her late husband, half his salary monthly for the remainder of her life.

City Auditor Harry G. Williams is arranging to move to raise a subscription fund to finish buying the little home in Melrose, the purchase of which Gargadenne had started. The dead policeman's only son is in the Army of Occupation in Germany. Arrangements were made by Captain Brown today by which \$250 from the "Widows' and Orphans' fund" was placed to the widow's credit at once for pressing needs.

Caesar Pellegrini, captured by Gargadenne after he had been wounded, is still being held under investigation, and other holdup witnesses are to be taken before him for possible further identifications.

AMERICAN ASKED TO ASSUME RISKS
 LAREDO, Texas, Sept. 6.—American en route to the Tampico oil fields in Mexico here today were present with formal affidavits relinquishing all rights of themselves and heirs to damages against the Mexican government, in event they met with mishaps while in Mexico. The affidavits were presented by Mexican Consul Melquiades Garcia, upon instructions from Mexico City. Garcia said Americans could not enter Mexico until they signed the forms.

Americans so far had refused to sign. Consul Garcia said he interpreted the order to apply only to travelers to the Tampico district. This was taken here to mean the Mexican City government believes serious trouble is impending in this section.

At least three rebel factions, as well as numerous bandit bands without particular political affiliation, are operating around Tampico, according to information he received.

NOGALES, Ariz., Sept. 6.—J. M. Soto, wealthy cotton land owner and influential politician of the State of Sonora, Mexico, and San Diego Coto, his attorney and also a leading Mexican politician, were murdered last night at Sonora, Sonora, according to word reaching here today.

Both men had been beheaded. The murderers have not been found. Soto's father, who also is wealthy and influential, has offered a reward of \$2,000 for the arrest of the guilty parties.

WASHINGTON, Sept. 5.—The Mexican bandits who recently held up a party of sailors from the U. S. S. Cheyenne, on the Tamez river, have been apprehended by the Mexican authorities. American charge at Mexico City today advised the state department. The men are now being held at Tampico. Some of the effects taken from the sailors have been recovered here awaiting the owners, it was stated.

Death Threatens to Cheat Justice

Death hovers near Harry B. Birdsong, negro, who intimidated a crowd of several hundred people at the Key Route pier with a rifle, which he fired wildly last April, and who was shot down by police officers, it was announced in the police court of Judge George Samuels yesterday. Birdsong was to have appeared on a charge of assault with a deadly weapon yesterday. He was wounded twice in the affray and is now lying in a hospital at the county hospital. Judge Samuels put over the case to November 6.

City of Paris

SAN FRANCISCO
An All-Star Cast in Fashion's Play

"Distinctive Modes"
 Acts I, II and III—

"Style, Quality and Fabric Supremacy"

Coats, Suits, Dresses, Wraps and Gowns

Originals and adaptations from America and Europe's most eminent Modistes. A most brilliant assemblage for every fashionable occasion in the social calendar.

Pricings—\$125 upward to \$585.50

STRIKINGLY CONCEIVED ARE OUR Popular Priced Coats, Suits and Dresses

In every material and desirable color—for every occasion of the day or evening—practical, serviceable, modish, and modestly priced—

Full Silk Lined, Fur Collared **Coats \$42.50 upward**

Handsomely designed new **Suits \$49.75 upward**

Wool, Silk and Novelty **Dresses \$37.50 upward**

Millinery for Everywoman

Richly conceived in fabrics, simply executed in handwork of the most original and exclusive. Original Paris Models, Bendel, Hickson, Lechtenstein and Bruck-Weise creations and adaptations from New York.

Also Captivating and Novel Hats in popular priced section at \$5.95 upward to \$29.50

New Blouse Collection

Showing clever and original lines, sleeve and neck details—priced \$6.50 upward to \$47.50.

Distinguished Furs

Most wondrous and complete showing in scarfs, stoles, capes, coats, coats and wraps in all dependable peltries.

Wonderful Exhibition of new Woolen and Silken Fabrics Metal Nets and Trimmings

Exploiting the richness of vivid and mellow shades, exquisite and exclusive patterns and colorings.—View these displays at their respective shops.

Daily Arrivals of Coats and Dresses for Children and Juniors Help to Complete Our Showing

All-Wool Coats and Skirts, Silk, Wool and Combination Frocks, Party Dresses, School Tub Frocks

City of Paris Dry Goods Co.

DIRECT TO THE FLEET FROM OAKLAND

We have arranged to run boats on a 20-minute schedule to the Battleships from KEY ROUTE PIER.

This will relieve the congestion on the San Francisco side of the bay and enable the people of this side to travel in comfort, as our boats are large and built for passengers only.

Tickets can be secured at the NEW PIED-MONT SWIMMING BATHS or at the KEY ROUTE PIER.

Don't forget that the time is growing short—go aboard the fleet now as they leave for the north next Tuesday, September 9.

Boats leave from 9:30 a. m. to 11:30 a. m., and 12:30 p. m. to 4 p. m.

TED AND MARY PICKFORD
 Sunday and All Week
THE HOODLUM
 THE GREATEST CHARACTER PRODUCTION EVER SCREENED
RIOTOUS COMEDY
 WITTICISM - FUN - FUN - FUN.
 The Great Star's Greatest Picture...
V.A.U.D.E.V.I.L.L.E
WM. RUSSELL in this HERO STUFF
SCENIC PROLOGUE
PATHE NEWS OF WORLD
MARCELLIS 25 MASTER MUSICIANS
HERBERT BURLAND AT THE ORGAN
A Word to the Wise—Come Early

Q. R. S. ROLLS
 Baithards 551-133. Oakland

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 HAVE BEEN STOPPED
 For Over 50 Years
 by DR. KLINE'S EPILEPTIC REMEDY. It is a rational and remarkably successful treatment for Epilepsy, Neuritis, Nervous Disorders, etc. Get or order it at any drug store.

Send for our FREE BOOK on Epilepsy. It is on Epilepsy, Neuritis, Nervous Disorders, etc. Get or order it at any drug store.

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PERFECT Player Roll SERVICE
 In line with our policy to give the very best Player Roll Service in this city, we carry all the

Q. R. S. ROLLS
 We cordially invite you to come in and hear any Player Rolls without any obligation to purchase.

Sherman, May & Co
 Fourteenth and Clay Streets, Oakland
 Kearny and Sutter Streets, San Francisco
 816 Macdonald Avenue, Richmond

DIRECT TO THE FLEET FROM OAKLAND
 We have arranged to run boats on a 20-minute schedule to the Battleships from KEY ROUTE PIER.

This will relieve the congestion on the San Francisco side of the bay and enable the people of this side to travel in comfort, as our boats are large and built for passengers only.

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Society and Women's Section

Knave
NEWS OF WOMEN AND CHILDREN
OF THE GREAT EASTBAY DISTRICT

Oakland Tribune

Sunday, September 7, 1919

By SUZETTE

AND it's over, now—the Welcome Home to the Fleet that is the promise and the protection of Western America.

It was a long time coming, but Secretary of Navy Daniels kept his word main-fashon, did we? we've had a glorious week getting to know each other—the Fleet and the People.

Wasn't it the glorious party? From the moment the New Mexico steamed through the Golden Gate, leading her sister ships through the gray veils of mist that "made" the picture, until the Arkansas sailed away yesterday, bearing Secretary of the Navy Daniels, and Mrs. Daniels and Rear Admirals McKean and Parks to other waiting hosts, there wasn't a dull moment.

There was the famous ball at the Auditorium over the bay, when Sierran forests sprung up overnight, and youth and beauty and chivalry from every burg around the bay came to pay allegiance to the men of "The Silent Service."

There was the mighty parade that exalted Woman as the dynamic force in the "second line of defense," an unforgettable picture.

And then came Eastbay Day. Well, after a few pangs of disappointment at the rarity of the honored guests of the city—the gobs—we fell to and made a party out of what might have been a funeral, in characteristic California fashion.

And it grew into a glorious day, for Secretary Daniels and his charming wife, to whom the Coast has fallen captive, and Admiral Hugh Rodman and his staff, and the admirals of all the ships that ride in the harbor, were ours for the day.

And the sun was high in the sky. History doesn't record a happier affair than the luncheon staged by the Chamber of Commerce at the Hotel Oakland in honor of the distinguished guests, an informal reception following in the lounge.

But it was at dinner that the fete flowered—the dinner at which the naval base was under discussion, whereas the Chamber of Commerce was host again.

And the affair was the expression of the new social outlook—men and women together discussing affairs of public moment.

It had been suggested—his name must forever remain unknown—that women would not understand the stuff—wouldn't be interested, and there ought to be a tea, or something.

And then somebody piped up: "We want to hear all about that base. Isn't it our base, too?"

And so it was that a third of the guests were representative women, with Dr. Aurelia Henry Reinhardt one of the speakers, proving the point that pulchritude and brains—even style and brains—are not incompatible, for Oakland's whole social register was represented.

Hereafter, when big men come together to study big projects, Oakland's thinking women will again be bidden. The experiment worked, saith the major-domo of the brilliant affair—a standard set. Another post-war deduction.

From the dinner, the guests of honor and the whole dinner party, some 500, drove over to the ball at the Auditorium, where the Secretary led the grand march—a bit belated, it is true—with Mrs. John H. Perine, Postmaster Joseph J. Rosborough directing the floor.

The boxes were very gay, men and women visiting about in cosmopolitan fashion. Picabia would have rejoiced in the decorative scheme of the Auditorium, color in geometric forms—flags of every hue under the sun—swaying from rafters and boxes in true cubistic theory.

Before the ball the Joseph J. Rosboroughs were hosts at one of the largest dinner parties of the gay night, assembling a group of friends who work and play together, including the Messrs. and Mesdames Stuart Hawley, Harry Mosher, Charles D. Bates, Frank Hunt Proctor, William Cavalier, Louis Hemes and William Thornton Whyte.

The party occupied one of the boxes at the ball, undeniably a smart group. And as for beauty and charm well 'twas the verdict of a jury of the visiting officers that a handsomer group of women would be disconcerting.

Another interesting group dining together at the Chamber of Commerce party was made up of Messrs. Norman de Vaux, Harry Pendleton, Lieutenant Commander Ghent and Lieutenants Fish and Sampson of the Prairie, the gallant little vessel that lay alongside the Oregon during the review on Monday.

The group attended the ball together, and, gathering reinforcements at the party, migrated to the de Vaux home, where an impromptu dance was on. The officers in the

In an old garden typical of Alameda, a TRIBUNE photographer caught this picture of MISS GRACE CUYLER of New York, a charming sub-debutante, who left for her home on Thursday after having spent two months as the guest of Mrs. John Barton. During the visit she and her guest, Miss Sylvia Van Rensselaer, a New-York debutante, were extensively entertained by the younger set across the bay, Miss Van Rensselaer renewing friendships with many former schoolmates who put in their last scholastic days in the same fashionable school in Gotham. Mrs. Grace Barton Cuyler accompanied the girls on their trip.



party have been hosts and guests at, swung into Battleship Row. The each day developing some sort of on the hospitable homes that adorn the Eastbay matron to entertain the tea on Friday, when she assembled as friends for an hour or two, under visiting hosts, the splendid Butters home or more officers and their an Andalusian sky. gardens the setting for an al fresco ladies and a group of non-service. This said that those garden

: : SOCIETY - - - By Suzette : :

have almost broken up homes—happy homes, at that. Once inoculated with the germ of California's out-of-doors, say the visitors, nothing much matters but to get back to California someday, somehow.

What will come of Secretary Danell's luncheon announcement that he comes to the West as the harbinger of romance?

Memory reverts to the tumultuous days of '08, when every day brought his romance from under cover.

What now?

MARKET FETE

Next Saturday's the day!

Every big-hearted Oaklander will join the date in his hat.

For that is the day when the Ladies' Relief Society will stage the Great French Market Fete around the City Hall Plaza, to replenish the coffers of the Home out on Forty-second street, where 100 little tykes have the only home they know.

And fellow-citizens, be it known that everything under the shining sun that is needed for your Sunday dinners—and a thousand dinners thereafter—will be on sale, and on sale at the market quotation. Remember that. And, moreover, there shall be no juggling with change. A regular market, say the heads of departments, with the charm of color and fun and music and dancing to make the day one of colorful memory.

Forty booths will be spread around the Plaza, flashing gayly the carnival colors of green and gold.

And hundreds of Oakland's smart set maids and matrons will preside over the busy centers, under the leadership of Mrs. Joseph Russell Knowland, assisted by Miss Matilda Brown, president of the Home, and the board of directors.

The heads of the booths, each assisted by interesting groups, some in costume, are:

Peanuts and Popcorn—Mrs. Harry East Miller.
Cigars and Cigarettes—Mrs. J. Harrison Clay.
Doughnuts—Mrs. A. S. MacDonald and Mrs. Edward Lacey Grayton.
Cakes—Mrs. James Dunn.
Hot Dogs—Mrs. Willard Williamson.
Candy—Mrs. H. S. Korman and Mrs. Frank Watson.
Aprons and Fancy Work—Miss Helen Campbell.
Coffee—Mrs. George Rothkammer.
Salad—Mrs. Frederick Muhler.
Jams and Jellies—Mrs. J. Snyder.
Fats and Fats—Mrs. C. F. Jarvis.
Meat Pies and Spanish Dishes—Mrs. J. P. Smith.
Cookies—Mrs. Charles Youngberg.
Cakes—Miss Helen Kinnell.
Ice Cream Cones—Mrs. Frank Hunt Proctor.
Fruits—Mrs. Emil Fritsch.
Flowers—Mrs. E. C. Brougher.
Soft Drinks—Mrs. William Thornton White.
Sandwiches—Mrs. Frank Barnett.
Tea—Mrs. J. S. Lee.
Soap—Mrs. M. L. Woolley.
Hosiery—Mrs. J. E. Hall.
Pew—Mrs. Edgar Holmes Lien.
Fortune Telling—Mrs. Lulu Webster.
Novelty Shop—Mrs. Walton Norwood Moore.
Gum—Mrs. Horatio Benestell.
Gift Booth—Mrs. Edgar Azon Jones.
Ice Cream—Mrs. Fred Campbell.
Belgianessen—Miss Margaret Lyons.
Sweets—Mrs. E. A. Vandevanter.
Baskets—Mrs. Raymond A. Perry.
Vegetables—Mrs. Grondola.
Nickel Dance—Mrs. Clifford Durant.
Molasses Chews—Mrs. W. Thornton Blackburn.

The dance, to be staged under the stars, "At the Gate," under Mrs. Clifford Durant is already a success, the happy old custom of the Old World taking on a new stimulus under the impetus of folk-dancing.

From 10 o'clock till the town clock strikes the mystic hour the Plaza will be a busy spot.

Mr. and Mrs. Frederick R. Sherman have returned from Del Mar, San Diego, where, with their young daughters, Edna and Frances, they had a merry summer, riding, swimming, and devoting much time to tennis.

Both the Shermans are devoted to fishing and golf.

ENGAGEMENT

Of particular interest to the college set is the engagement of Miss Maybelle Hudson, daughter of Mr. and Mrs. Charles Ellsworth Hudson, and Harold Bernard Hammill of Berkeley, first lieutenant in the United States navy. Formal announcement of the betrothal was

MRS. CLIFFORD DURANT (standing) and MRS. WICKHAM HAVENS of Piedmont are directing the big Nickel Dance that shall be one of the spectacular features of the great French Market Fete that will be staged around City Hall plaza on Saturday for the benefit of the Ladies' Relief Society. The concession promises to be one of the most popular of the colorful day, with the smart set from the whole Eastbay country taking a hand, that the treasury of the Home shall be strong enough to meet old H. C. L. in caring for over 100 little children—wards of the society.



his service, with his headquarters in Virginia.

Mrs. William Glese was hostess at luncheon this week at her home in Chabot Road, her guests the mem-

bers of the Baby club that meets regularly to sew for little ones that the world isn't quite ready for. Among the guests were Mrs. J.

(Continued on Next Page)

THINK OF IT! IN THESE DAYS! A GOOD STURDY SCHOOL SUIT.

For Your Boy

AND AT ONLY \$7.95

YET, THAT'S JUST WHAT WE ARE OFFERING YOU IN ALL AGES

CORDUROY KNICKER PANTS, too, at \$2.00

The Value Is Great.

BOYS' BLOUSES, 75¢

SCHOOL CAPS \$1.00 TO \$2.50

YOUTHS' LONG CORDUROY PANTS—"College Cut," \$4.95

Money-Back Smith.
COR. WASHINGTON & 13th STREETS
S. & H. Green Trading Stamps Free with every purchase.

Oakland's Exclusive Shops

Milady's SPECIALTY SHOP

Waists, Lingerie, Gowns and Corsets Made to Order

Pretty and dainty Waists and Lingerie are carried in stock and special ones are made on short notice.

We also make the latest style gowns for all occasions. Fit and style guaranteed.

No Bone Corsets give you style and comfort. Have one made to your measure.

597 15th Street, corner Jefferson
Phone Oakland 6811

Oakland Art Studios

WM. H. F. ZIEDRICH
Specialist in High-Class
PHOTOGRAPHY

582 Fifteenth St., Near Clay

Phone Lakeside 2673

OUR MOTTO:
Sittings made subject
to approval on proofs;
courtesy; no coupons.

A good photograph is what you should have now! And that you will find only when you consider these important points: art, latest style, true and natural likeness, individuality in posing and in finish. Yes! a real portrait with a distinction from others. We make them.

Clearance Sale of Used Pianos and Player Pianos

All thoroughly inspected in our shops and made as good as when they left the factory. Our IRONCLAD GUARANTEE goes with each instrument, giving absolute assurance of entire satisfaction.

An exceptional opportunity to get a good, serviceable instrument at a big saving.

From \$135 Up

In this list you will find just what you have been looking for:
CHICKERING VOSE & SON LEIGLE & SON STEINWAY
HAINES BROS. JESSE FRENCH
STARR

Good, serviceable 88-Note Player Pianos—\$345 up from

Victor Victrola, style VI, with TEN selections \$39.25

September Victor and Columbia Records on Sale

Hauschildt
MUSIC CO.

"The House of Harmony"

424 13TH STREET, OAKLAND
111 Kearny Street, San Francisco
705 J Street, Sacramento

CHINN-BERETTA
EYEGLASSES - SPECTACLES
SACRAMENTO 476-13th St. OAKLAND STOCKTON
SAN FRANCISCO 190 Geary St.-164 Powell St.

Makes You Look Younger as You Grow Older

La Divina Cream

The daintiest and most effective toilet cream that money can buy.
Read what a beautiful and nationally-known actress writes:

"I can particularly recommend La Divina Cream to anyone desirous of possessing a clear, fresh complexion. I am a constant user and have found it altogether desirable and beneficial."

Silda Leary

La Divina Cream protects you from sunburn, windburn and dustburn.
This perfect beauty cream is for sale wherever toilet preparations are sold—Fifty Cents per jar—your money refunded if La Divina fails to satisfy.

BETROTHAL

The engagement of Miss Alice Palmer, the charming young daughter of Mr. and Mrs. Warren S. Palmer, of Ross to Lloyd Mervyn Hammill of San Francisco was confirmed a few days ago—a conjecture for many a day. The announcement follows close upon that of Ralph Palmer and Miss Mary Arnsby, whose betrothal was announced a few weeks ago. Indeed it was at a luncheon given in honor of the young bride-elect that the newer announcement was "broken" to friends, who, the truth to tell, were not wholly taken by surprise.

Miss Palmer is one of the prettiest girls in her set, dark, petite, and possessing the faculty for wearing

her clothes exceedingly well. She attended the University of California, where she was a member of the Delta Delta Delta sorority.

Mr. Hammill is one of a group of young bachelors who for some time have maintained an interesting household on Russian Hill, with business interests in San Francisco.

Since the Palmers have made their home in Ross, occupying the beautiful John Martin place, they have entertained the younger set from about the bay with typical California hospitality.

With the marriage of the daughter of the household in October, all sorts of interesting affairs are in the wings, a number of luncheons and teas already planned for the beautiful little bride-to-be.

Among the guests at the luncheon where the news was made known were the Mesdames:

Fritz Henshaw, George Fuller, P. H. Allen, Jr., Kathleen Birney, Julia Henshaw, Pauline Dexter, John Henshaw, Jack Martin, John Henshaw, Marjorie Henshaw, William Henshaw, Arthur Ford.

And the Misses: Mary Arnsby, Catherine Pittman, Rhoda Seibler, Margaret Henshaw, Virginia Henshaw, Marjorie Pittman, Doris Henshaw.

Admiral W. R. Shoemaker, one of the distinguished guests at the luncheon at the Hotel Oakland on Wednesday, was joined by Mrs. Shoemaker and the Misses Shoemaker a day or two ago at the Palace Hotel, coming from Wash-

ington for a brief visit in San Francisco and about the bay.

FLEET ROMANCE

With the coming of the fleet, a romance will come to flower in the marriage of Miss Charlotte Melcher of New York and Lieutenant A. C. Kidd of the Idaho, the ceremony to be celebrated at the Cathedral in San Francisco on the 15th, Dean Gresham reading the service.

The bride-elect is the daughter of Mr. and Mrs. F. C. Melcher, the former the late vice-president of the Chicago, Rhode Island and Pacific railroad. With her mother, she

is on her way out from New York, her arrival looked for today.

The ceremony will be in accord with navy traditions, with a small group of friends in attendance.

The honeymoon will be spent at Del Monte.

ON YERBA BUENA

One of the smartest affairs of the busy week was the reception given on Tuesday afternoon by Admiral and Mrs. Joseph Lee Jayne at their home on "The Rock"—Yerba Buena in the sailor's vernacular. The affair was given in honor of Secretary and Mrs. Daniels, who are friends of long standing, their sons having been friends since their babyhood.

The reunion has been a happy circumstance of the great week of festivity.

FROM VIRGINIA

Announcement of the marriage of Miss Virginia Pratt, formerly of Berkeley, and Lieutenant Sherman K. Burke, U. S. A., has reached friends in the bay cities, the ceremony having been performed Aug. 14, in Norfolk, Virginia. The bride is the daughter of Mrs. G. A. Pratt of San Francisco and was well known in the college set. Mr. Burke is a son of the late Jero Burke and a grandson of Mrs. W. S. Burke. Miss Barbara Burke is his sister.

The young officer is in the regu-

QRS Player Roll
Brilliant 531-138
Oakland

Au Naturel
ROSE MADDIE ROUGE
Used by Ladies of Refinement
Everywhere.

A transparent liquid rouge that is harmless, easy to apply and cannot be detected. It is not affected by perspiration or swimming—adds youth to the cheeks. Two Shades, Blond and Brunette. Price 50c.

For Sale Wherever Toilet Preparations Are Sold.

METRO BATHS Ladies Exclusively

You can weigh just what you should. Your weight positively can be reduced by a safe, pleasant method, without fasting or drugs. Or if you are under weight you can build you up with our stimulating tonic baths and hot oil rubs. Special medical treatments for rheumatism, lumbago, nervousness, insomnia, etc. Consultation free. Expert attendants. Phone Oakland 6640 for appointment.

Rooms 412-413 Pacific building, Corner 16th and Jefferson streets.

FULTON

Four special events are to mark the performances at the Fulton theater today. The observance of anniversary week, marking the beginning of the second year of the Fulton theater since its reopening by Arthur Fulton, is to take place. Next day is to return from her summer vacation for a season of plays. "Come Out of the Kitchen" is to be presented with the full strength of the Fulton company. A special matinee is announced for Tuesday. Admission, 50c.

"Come Out of the Kitchen" is a fitting vehicle for the return of the Fulton company. The story is that of a charming Southern maiden, with all of a Southern girl's pride and sensitiveness but with sufficient common sense and will not to let her pride prevent her from rising to an emergency and develops an entertaining love story.

Paul Harvey is to have the Bruce McRae role of the Northern visitor. Frank McGee, Jerome Sheldon, Frank Wallace, John Sweeney, Hugh Knox, Merle Stanton and the others of the company will have congenial roles.

YE LIBERTY

Love, jealousy and humor are the principal ingredients used by Roy George McGee in composing the comedy, "Tea for Three," which will be seen at Ye Liberty playhouse on Monday evening and will remain for the entire week with regular matinees on Wednesday and Saturday and special matinee on Tuesday. Admission Day.

In writing "Tea for Three," McGee has taken the story of the eternal triangle, the wife, the husband and the friend, and has given it an entirely new angle by treating it in an original and humorous manner.

Selwyn & Co. have provided "Tea for Three" with settings of unusual beauty and artistic Norman Hackett as the friend is convincing and magnetic. Harry Kendall, the maid, Mildred Evans, the wife, and Rial Wagner and S. Sydney Cobb as the maid and valet, respectively, are well cast.

COLUMBIA

With an elaborate musical program arranged for production by Francis Young, chorus director of the Columbia theater, the newest musical melange will embark on its week's run this afternoon with Solly Carter and Eddie Gilbert in the two principal comedy roles of "Abe Cohen" and "Pat Plancy" respectively.

In addition to this is a splendid program opening with "Will of the Wisp," an ensemble number by the girls; "My Baby's Arms" by Louise Gregory; "Bring Back the Wonder" by stage star, Genevieve Evans; "Mollie Malone," by Hazel Beer, who returns after a lengthy vacation; "After the Ball," by Millie Pedra; "Two Little Love Birds," by Doris Cosgrove; and "A Cate Little Way," by Mr. Gray, by Blanche Blegen.

The show will obtain for the week with special performances on Tuesday, Thursday and Friday evenings, as usual.

IDORA PARK

Oakland will have an opportunity to witness the sort of celebration that the Native Sons used to watch before the state became a member of the union.

This was announced yesterday when Manager L. E. York of Idora Park arranged to bring over the star rodeo riders of the recent celebratory rodeo at Livermore, San Francisco, San Jose, Salinas and Pennington, Oregon, September 8th. These riders will stage a program of bronco busting, bulldozing, trick riding and all sorts of feats of horsemanship.

The entire performance will be free to the Idora patrons. One performance will be given at 2:30 in the afternoon, the other at 8:30 in the evening.

ALAMEDA'S FAIR EXHIBITS EXCEL

SACRAMENTO, Sept. 6.—Alameda county has the distinction of showing two exhibits at the State fair this year, and will claim the prize that is offered for the best exhibit of products. The display of agricultural and horticultural products overflowed from the main pavilion and crowded the space in the big tent that was erected for the accommodation of the manufacturing interests of Alameda county.

Unusual interest is shown by spectators in the Liberty exhibit that is exhibited by the Hall-Scott Motor Company of Berkeley. This is the machine that was developed during the stress of war times, and which has been declared by Assistant Secretary of War B. Crowell, in his official report, to be "America's distinctive contribution to the war in the air, and her chief one." A number of representative manufacturing establishments have contributed to the Alameda county exhibit.

YE LIBERTY

WEEK COMMENCING TOMORROW NIGHT
Special Matinee Tuesday.
Sally and Eddie Gilbert

Tea for Three
A STIMULATING COMEDY
with
NORMAN HACKETT
and an Excellent Cast
Evening—50c to \$1.50.
Next Sunday Mat.—THE GREAT CARTER

Pantalo



ONE OF THE GIRLS AT THE COLUMBIA

NANA BRYANT - FULTON

NAZIMOVA - AMERICAN

PANTAGES

"Hello, People, Hello," is the title of People & Greenwald's classic, which they present with Adele Jason and Al Prince as principals, as headliners for the week beginning Sunday matinee. Richard, the Great, the "Monkey Who Made a Man of a Native," is a chimpanzee, a native of South Africa and is three years old. Foster Ball and Ford West will again be seen in their old soldier classic, "The Days of the Banister and Brown," and show their ability at bicycling, roller skating and acrobatics. Then she learns that those of Leach and Holland, a young man and woman in novelty and ball room dances. Ward and Howard in comedy talk and songs; a Universal News Weekly and a Harold Lloyd and Bob Daniels comedy.

KINEMA

Three men alone in a great desert—one, a murderer, another, a coward, and the third Wm. S. Hart as "Buckskin Hamilton," the grim avenger of his brother's death. In the distance a band of Indians are waiting, waiting for one of the three men. They have demanded the life of one of the three in retaliation for the death of one of their number. And Buckskin Hamilton, who seeks to force the truth from none of the men, is confronted with a dangerous situation. One of them must go. He thinks of a woman—far, far away on the trail. But who goes? William S. Hart, in "The Tracks," portraying "Buckskin Hamilton," is in his element in this picture. The thrills of the play being peculiarly adaptable to his genius. It will be shown next week at the Kinema.

AMERICAN

Nazimova commences a week's engagement at the American theater this afternoon in "The Brat." Nazimova in "The Brat" assumes the role of a charming girl in a fly-by-night musical comedy show.

A second feature of the picture program will be "The Girl in the Red Dress," a picture by the same musical program will be given at the matinees as during the evening shows.

FRANKLIN

The quest for gold, culminating in a terrific fight by gold-mining men is staged in "A Daughter of the West," starring Elliott Dexter, to be shown next week at the Franklin.

It is the story of a girl brought up in the wilds of the northwest, knowing only one style of doing her hair, wearing simple homespun dresses, being suddenly thrown in with civilization. Then she learns countless styles of hair dressing and comes in contact with innumerable chivalry. But a daughter of the West, with Elliott Dexter enacting the chief role, has excitement, comedy and dramatic interest galore. It is a tale of the Northwest, of fur smugglers, of Indians, of the healthy, appealing atmosphere of the Northwest.

"Love Insurance," a comedy of continuous laughter, is also on the program for next week at the Franklin.

FRANKLIN

Today and All Week
BILL HART
Tells us why he is the greatest comedian in the world in "WAGON TRACKS," also Sennett Comedy, Tribune Weekly, Moore Shipbuilding and Vaudeville.

FRANKLIN
Today to Tuesday
"Daughter of the West"

Story of the fur smugglers and their fight with the N. W. Mounted Police, featuring Elliott Dexter.

BROADWAY

Today and Monday only
Sennett Comedy
Harry Carey
in "Riders of Vengeance"

Admission 50c, Tax 10c, to higher

KINEMA

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Tells us why he is the greatest comedian in the world in "WAGON TRACKS," also Sennett Comedy, Tribune Weekly, Moore Shipbuilding and Vaudeville.

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"Daughter of the West"

Story of the fur smugglers and their fight with the N. W. Mounted Police, featuring Elliott Dexter.

BROADWAY

Harry Carey brings his virile character of Cheyenne to the Broadway theater screen again today in "Riders of Vengeance." The plot carries the spectator back to the days of the unfenced west where gun play was an art and the course of true love ran like the Niagara. The story revolves around an oath of vengeance taken by Cheyenne when his whole family is slain in a western vendetta.

"Betty's Wash Day," a Mack Sennett comedy, will furnish laughs on the same bill today and tomorrow. Tuesday, Beatrice Michelens will be seen in "Just Squaw" and Emory Johnson will be seen in "Fools and Money."

Today and tonight will see the close of Florence Road in "Her Code of Honor" and Gilbert M. Anderson in "Naked Hands."

AMERICAN

Today and All Week
Features start at 12:30, 1:30, 2:00, 4:00, 5:30, 6:30, 7:50, 9:00 and 10:30
First Production of the 1919-1920 SEASON

NAZIMOVA
In Maude Fulton's Great Stage Success

"THE BRAT"

—ALSO—
WILL ROGERS
Famous Star of Ziegfeld's Follies, in
"ALMOST A HUSBAND"

JOHN WHEATLEY LEWIS
and His Orchestra
Matinees and Evenings
Edgar Bayliss, organist

Evening, Sun. and Hol. Matinees.
Orchestra 25c, Balcony 25c, Children 10c

Coming—William Farnum in "Wolves of the Night"



TEA FOR THREE—YE LIBERTY

T. & D.

"The Hoodlum," Mary Pickford's fine comedy, comes to the T. & D. theater today. "The Hoodlum" contains the epitome of witless as Mary Pickford can delineate it in words and action on the screen.

Vaudeville will again lend attractiveness to the new program today. "This Hero Stuff," Signor E. Marcellini's orchestra of twenty-five artists, a feast of music and a parade. News of the World will bring interesting current events.

The vaudeville men of Alameda county will receive a 31 day increase in their wages, following the successful termination of negotiations between teamsters' union officials and the owners' association. The men planned to stand by the teamsters no matter which way the negotiations went. They will receive the same pay as teamsters under the new scale.

FULTON

(The Beautiful Drawing—room theater of Oakland), at Fifteenth and Franklin Sts.

TODAY
Beginning at the Sunday Matinee.
Formal Opening of the Winter Season.
The Internationally Famous Henry Miller-Ruth Chatterton Triumph.

COME OUT OF THE KITCHEN

Offered by the Famous Fulton Players, with
NANA BRYANT
Prices: Evenings 25c, 50c, 75c & \$1
Matinees Wednesday, Saturday and Sunday, 25c and 50c.
Phone Lakeside 73

EXTRA!

Holiday Matinee TUESDAY

ORPHEUM

Brilliant vaudeville bill and photoplay are features for the coming week at the Oakland Orpheum. The vaudeville bill is headed by "Skeets" Gallagher and Irene Martin, who will appear in "Sweetie."

Mendel and Gray, in "Syncopeation" give a new idea of the art of vaudeville. Musicians are taking an interest in the appearance of Aresoni and Washburn, well known harmonists, in a repertoire of classical numbers. Estelle DeShon, contralto, will also be heard. She will be accompanied by Eula Howard Nunan, local pianist.

Lloyd and Christie will appear in their comedy from the south, as "Two Southern Gentlemen."

"The Thirteenth Chair," the picture feature, is based on the Bayard Veillier play. The regular Orpheum season starts September 14.

LABOR NOTES

SAN Francisco's Central Labor Council, at its meeting tomorrow night, will ask members of the trans-bay Butchers' union not to strike. The men want an average wage of \$40 weekly for skilled workmen, but with the butchers' board of trade making the blanket compromise of \$38, the mother laborer will have the best interests of all favor the offer.

What effect this new angle in the coast butchers' endeavor to get increased wages, will have on Oakland and Alameda county demands of the local Butchers' Exchange is not known. Local master butchers are given until September 23 to agree to the demands of the labor men. The employees ask for a new wage scale for butchers, bringing their daily remunerations up to \$9 daily, with foremen receiving \$10. Their former wages were \$7.

In addition to this indorsement, sanction was given to the Sign and Automobile Painters' union for an increase in wages. The new scale is as follows: Sign painters \$19 per day; helpers, \$7; brush hands in auto shops, \$7; color washers and varnish rubbers, \$7.50; strippers and finishers, \$8; shop foremen, \$9, and shop foremen, \$10.50.

City workmen also received indorsement for increases and the council will seek affirmative action from the city legislators. Engineers in the fire department be given better wages. The new wage asked for superintendents of engines is \$200 a month, and engine men \$165.

The council's affirmation was given to the appeal from United Laborers' union, No. 304, for increased wages for street workers' foremen. These foremen are 23 cents more than workmen at present. The city will be asked to pay the overruns \$1 more than the men over whom they are in charge.

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San Francisco's Central Labor Council, at its meeting tomorrow night, will ask members of the trans-bay Butchers' union not to strike. The men want an average wage of \$40 weekly for skilled workmen, but with the butchers' board of trade making the blanket compromise of \$38, the mother laborer will have the best interests of all favor the offer.

What effect this new angle in the coast butchers' endeavor to get increased wages, will have on Oakland and Alameda county demands of the local Butchers' Exchange is not known. Local master butchers are given until September 23 to agree to the demands of the labor men. The employees ask for a new wage scale for butchers, bringing their daily remunerations up to \$9 daily, with foremen receiving \$10. Their former wages were \$7.

In addition to this indorsement, sanction was given to the Sign and Automobile Painters' union for an increase in wages. The new scale is as follows: Sign painters \$19 per day; helpers, \$7; brush hands in auto shops, \$7; color washers and varnish rubbers, \$7.50; strippers and finishers, \$8; shop foremen, \$9, and shop foremen, \$10.50.

City workmen also received indorsement for increases and the council will seek affirmative action from the city legislators. Engineers in the fire department be given better wages. The new wage asked for superintendents of engines is \$200 a month, and engine men \$165.

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Merchant Marine Shows Growth Exports Are Increasing Rapidly

Under direction of the United States shipping board, its division of planning and statistics recently undertook an analysis of commerce carried in vessels under control of the board. The month of June was selected for this inquiry. It was an extensive one, involving as it did an examination of all manifests of all vessels under the American flag which sailed out of American ports during that period.

The result now made public shows that a fleet of 293 freighters steamed from American ports during the month of June, carrying 1,177,444 tons of cargo. Of this number 243 went out of Atlantic ports, 33 from Gulf ports and 17 from ports of the Pacific.

During the entire year of 1914, the total value of domestic exports shipped in American bottoms was \$166,955,061. In the same period foreign vessels carried out American shipments to the value of \$1,861,735,581, or 91.5 per cent of the total value.

This later compilation shows that in June, our newly built merchant marine carried domestic exports valued at \$298,228,502, or in one month \$102,328,421 more than was carried in the entire year of 1914.

Statistics compiled by the Department of Commerce show that as against the \$298,228,502 value of domestic exports carried in American bottoms during the month of June, foreign ships during the same period, carried American exports to the value of \$449,424,846, a wide difference from the 91.5 per cent they were carrying in 1914. Even up to 1917, only 74.6 per cent of our exports moved in American bottoms, the foreign vessels carrying the other 25.4 per cent.

MANY CARRY COAL

Of the 293 American ships that sailed in June, 101 went out laden with 338,712 tons of miscellaneous freight. The next largest fleet of the June sailings was the one composed of coal carriers, 73 of these being freighted with 299,321 tons of coal.

Products of our farms and stockyards were shipped abroad in 38 vessels, the principal commodities being as follows:

No. of Vessels	Cargo	Tons
1	Barley	20,251
1	Beef	3,405
1	Butter	2,125
1	Lard, bacon, beef	2,125
1	Flour	2,125
1	Wheat, flour	2,125
1	Feedstuffs	2,125
1	Hay	2,125
1	Sugar	2,125
1	Wool	2,125
1	Grain	2,125
1	Meat	2,125
1	Beans, peas	2,125

Eleven of our new ships went out laden with 52,505 tons of cotton, seven with 18,307 tons of lumber. Seven others carried 46,934 tons of steel billets and railway cars. One ship went out freighted with gondola cars and steel billets, her cargo being 8,712 tons. Four ships carried outgoing cargoes of oil, kerosene and gasoline amounting to 20,567 tons and one went out laden with 10,086 tons of Red Cross supplies.

Between \$25,000 and \$100,000. When complete, 500 workers will be engaged in cleaning and dyeing.

JUNE CLEARANCES.

Including Hawaii, Porto Rico and the Philippines, June clearances for foreign ports, (exclusive of tankers and sailings for Canada and Bermuda), shows the following tonnage for Europe, Africa and relief service:

No. of Ships	Ports of Departure	Cargo in Long Tons
30	New York	233,171
30	Norfolk	12,929
26	Baltimore	12,929
26	Philadelphia	21,144
26	Montreal	12,929
11	Savannah	12,929
11	Boston	9,821
11	San Francisco	24,362
11	San Pedro	3,925
11	San Diego	5,029
11	San Jose	5,029
11	San Juan	5,029
11	San Carlos	5,029
11	San Antonio	5,029
11	San Marcos	5,029
11	San Mateo	5,029
11	San Rafael	5,029
11	San Gabriel	5,029
11	San Fernando	5,029
11	San Luis	5,029
11	San Pedro de Macoris	5,029
11	San Juan de los Rios	5,029
11	San Carlos de Baruta	5,029
11	San Antonio de Padua	5,029
11	San Marcos de la Laguna	5,029
11	San Mateo de Guzman	5,029
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CHIEF LYNCH TO ABOLISH MOTOR SQUAD

Because of the serious hazards of riding motorcycles in police work, the motorcycle squad of the Oakland police department will not be re-established, Chief of Police John F. Lynch announced yesterday.

A group of nondescript, damaged motorcycles and their speed officers, conversing from serious injuries received while performing their duties, is all that is left of Oakland's erstwhile fast motor squad.

Speeding heretofore will be stopped by other means, Chief Lynch's program is carried out. The chief announced yesterday he would ask that the motorcycles now in the department be disposed of. Chief Lynch will also earnestly advise no more motorcycle riding by officers of his department.

JINKS PURSUE OFFICERS. The jinks has perched on the local officers' fast motorcycles. Lester Manning is still using crutches, as a result of having his leg broken and being mangled on Foothill boulevard. After this mishap he was crushed again in a traffic jam during the celebration of the return of the 159th infantry in Oakland.

Theodore Ottman is still incapacitated from regular work as a result of a crash with Fire Chief McGraw's machine on a fast car some weeks ago. His ankle was injured badly.

Alex Monroe was another victim of serious accident. His machine slipped over a curb.

Ulrich Petersen, who has left the department, collided with an ice cream truck and was seriously hurt. The danger is too great for the men in the department to ride motorcycles, said Chief Lynch, in explaining his new plans. "The safety of the men and officers must come first. Besides I think the department has a system to stop speeders that is just as efficient as without the use of motorcycles. I will not order the use of motorcycles again in the department."

Chief Lynch points to the success of several speeding squads, who have arrested upwards of 200 speeders in Oakland during August by means of stop watches and other ways.

SYSTEM OF DIAGRAMS. The chief of police advocates the drawing off and marking of streets to judge the speed of an autoist with distance, as the best possible way to catch speeders. He believes this will accomplish results just as good, if not better than those attained through the use of motorcycles.

Only four men are now on the traffic detail of the Oakland department. Chief Lynch declares that if the council will grant him twelve extra men for traffic duty he will give Oakland a traffic system that the city will be "proud of." With these men it is planned to guard every part of the city against motor violations. Two men would be employed for the sole purpose of going about the city and "educating" the autoist driver how to handle his machine in compliance with the law.

The local department was paid a handsome compliment for its traffic regulation yesterday by Lieut. Col.

Police Fast Closing on Fugitives Bank Robber Suspects Are Trailed

SAN JOSE, Sept. 6.—Capture of "Shorty" Thornton and "Swede" La Reeves, wanted on a charge of holding up the Garden City Bank in Santa Clara, and said by the police to have been the perpetrators of a series of other daring robberies, is expected momentarily by the authorities. Detectives on the trail of the two men, since the capture of Raymond Osborn, chauffeur, who says he helped them in the bank robbery, have notified the local authorities that they have located the suspects and are not on their trail. News of the arrest may be expected at any moment, says the officers.

Reading like chapters from the yellow leaves of a dime novel is the story of the three men who held up and robbed the Santa Clara branch of the Garden City Bank last Wednesday at noon and escaped with \$4500 in gold and currency.

As the last episode in a series of hold-ups extending from San Francisco to San Diego, in which it is stated they cleaned up \$8000 in the past six weeks, came the Santa Clara "job." The story was revealed by Raymond Osborn, of Petaluma, who was arrested shortly after the robbery, after he had been subjected to endless questioning and ceaseless cross-examination by Sheriff George Lyle, Chief of Police Jack N. Black and other officers.

THREE MEN IN PARTY. Three men robbed the Santa Clara bank in precisely the same way that they robbed places in San Francisco, Stockton, Fresno, Bakersfield, Santa Monica, San Pedro. With them, but not actively participating in the robbery, were two women and a little girl three years old.

Raymond Osborn, the man arrested, is 19 years of age and his home is in Petaluma.

"Shorty" Thornton, 27 years of age, said to come from a wealthy family of New York.

"White," or "Swede," La Reeves, of San Francisco, is 23 years of age and good looking; Raymond Thornton, 20 years of age, from Los Angeles, where it is stated she has relatives, and little Villa Jeffries, 3 years of age.

Several days prior to the robbery at Santa Clara the party came to San Jose and secured lodgings at a rooming-house on East Santa Clara street. They did not go out much in the daytime. Wednesday morning, at 10 o'clock, Thornton and La Reeves went to Santa Clara in the street car. Osborn drove over in his automobile and stopped it in front of the bank.

Thornton and La Reeves entered the bank, forced Manager Warburton, who was alone, to lie on the floor and crawl into the vault, seized what money was in sight and got away in the waiting automobile. Osborn drove them to a house on Seventh street and Santa Clara. Thornton and La Reeves took the street car back into San Jose and went to their rooms. Osborn then joined them and the money was divided Osborn claiming that he only got about \$600 as his share.

WORD IS SPREAD. By this time word of the robbery had been spread broadcast. Osborn took \$5 and went out to buy sandwiches. The crooked number-plate on his automobile proved his undoing and he was arrested by Deputy Sheriff's Condron and Arnerich and taken to the county jail, where after hours of grilling he gave the story.

The rest of the members of the party remained in their rooms until about 3 o'clock in the afternoon, when they told the landlady that they were going to San Francisco by train. They were then sent to drive away in a new automobile.

Osborn stated that he had been "summing up" in Vallejo where he was working as a jitney driver, when he met Thornton and La Reeves. He went with them and his car was used in a number of "jobs" in different parts of the State.

Following are the robberies, nearly all of which were committed in broad daylight, admitted by Raymond Osborn to have been carried out by himself, Thornton and La Reeves:

Santa Clara branch of Garden City Bank; South First street car in San Jose; Suhr restaurant, Market street, San Francisco; Hart's cafe, Fresno, heart of business district, stage office in Stockton; Specialty Shoe Store in Bakersfield; meat market in Santa Monica; drug store in San Pedro.

Historic Scene Re-enacted in S. F. Rodman Raises Flag on Sacred Spot

SAN FRANCISCO, Sept. 6.—At the ceremonies this afternoon on Portsmouth Square when Admiral Hugh Rodman, re-enacting the scene that occurred seventy-three years ago, when Commander John B. Montgomery of the United States sloop-of-war Portsmouth raised the American flag on the same spot, Past Grand President John P. Davis of the Native Sons of the Golden West read the following poem to the

C. W. McClure of the government motor convoy, who rode into Oakland yesterday. Col. McClure personally conveyed his thanks to Chief Lynch for opening up the road into Oakland and assisting the convoy to enter the city without any mishap. He said the courtesy shown the convoy by the Oakland department was the best that had been tendered the caravan anywhere between Washington and California.

When the white symbol grew, on Old Glory's starry blue, The builders of the Nation "bulldozed" better than they knew.

For thou hast added glory to that banner's splendid story, And thy stately, solemn power, in the Nation's fateful hour, Called thy sons to follow thee, to the lands across the sea,

Where the Stars and Stripes were striving in the cause of Liberty, Yea, thy thousands followed thee, in thy pride and in thy power, Daring all war's dim mischance, on the battlefields of France,

By the Marne, in Picardy—dauntless, daring, valiantly, Death's swift-falling darts defied; 'Neath thy sign they fought and died, The Pioneers enrolled thee, California, Thirty-one!

In thy starry beauty scrolled thee, and their followers upfold thee, 'Neath the never-setting sun, On the fairest flag that ever flew, where victories are won, Their gallant hands have shielded thee,

And brave young hearts have yielded thee The last bold beat of courage that will not be denied, Because, O Star of White, there on the donor flag's bright, And radiant field of billowy blue, thy gleam was in their sight.

And their death-chilled lips have blessed thee, Their dimming eyes caressed thee, And jeweled thee with dying smiles of sacrifice and pride, Men who never yet turned back, on the battle front's dread track, Where the life-blood ran like wine, They were thine, Thirty-one, they were thine!

They could never be defeated, but they fell—many a one— In the line, And the task they'd have completed— 'twill be done, For they'll falter not, nor fail thee, They who cheer thee still, and hail thee, On the Flag, California, Thirty-one!

The speakers were Supervisor J. Emmet Hayden, Lewis F. Byington, Mayor James Rolph, Jr., Grand President William P. Connelley of the Native Sons, Colonel Charles E. Stanton, Grand President Mary E. Bell of the Native Daughters and Joseph H. Knowland, Rev. Maximilian Newman, a Franciscan friar, pronounced the invocation, and Captain E. W. Scott, navy chaplain, the benediction.

A large crowd was in attendance. During the ceremonies it was announced that a bronze tablet would be placed in Portsmouth Square by the historic landmarks committee of the Native Sons inscribed with the important events that had taken place on that historic spot, the final inscription to memorialize today's event when the flag was raised by the commander of the first fleet that was assigned permanently to Pacific waters.

Strikebreaker Badly Beaten by Detective LOS ANGELES, Sept. 6.—George Keelan, 312 Commercial street, of Argo, Ills., was taken to the receiving hospital today suffering from severe cuts about the mouth and head.

Keelan said he had been working as a strikebreaker for the Pacific Electric railway and claimed a special detective had beaten him when he demanded transportation back to Chicago.

Lincoln Memorial Nears Completion WASHINGTON, Sept. 6.—The Lincoln Memorial in Potomac park in this city will be completed this year, army engineer officials in charge of the construction stated today.

A grove of trees will be planted around the memorial in honor of soldiers, sailors and marines who lost their lives in action in the World war. It was announced also that will be allotted in honor of individuals and communities.

319TH ENGINEERS REACH OAKLAND

Six hundred men of the 319th Engineers, one of California's prize engineering units, arrived in Oakland at 4 o'clock this morning, their train pulling into the Oakland pier to be greeted by the girls of the Red Cross canteen, who served breakfast to the soldiers as they disembarked. A special force of workers took a "night shift" to be on duty to welcome the returning soldiers in the early morning.

The unit arriving was commanded by Major Julius M. Cohen, the men arriving being practically all Californians, with a few from Nevada.

They proceeded to the Presidio after the breakfast, and will await discharge there. The men are expected to be discharged from the service within the next few days.

Salaries Saved on Hagan's Ruling Inspectors Are Protected by Charter

A rhetorical "slap on the wrist" from the Civil Service Board almost lost William J. Enigh and Thomas Gallagher, newly confirmed inspectors of police, their increase in salary, and would have had not City Attorney H. L. Hagan and Commissioner E. F. Morse rone speedily to the bat, slapped rhetorically back, and cleared the clouds in the legal atmosphere.

Enigh and Gallagher were confirmed inspectors, as was Inspector R. G. Thompson, on showing that they had been acting as detectives before the new charter went into effect. The charter provides that men acting as detectives prior to that time should be ranked as inspectors.

The Civil Service Board, when informed by Hagan that the confirmation of the men's ranks was mandatory, sent the certification to Williams with the notation, "Appointed under authority of City Attorney's opinion of August 11, and not from Civil Service list."

This "bump up" the inspectors' pay until Williams could find out the law on the matter, but a whisper came downstairs to the detectives waiting for payday, and they sought Hagan. A letter from Hagan, in the form of an official legal opinion, which the auditor under the charter is bound to accept, ruled that the money could be paid. This reached Auditor Harry G. Williams yesterday, just in time for "payday," and authorized the money.

HAGAN'S OPINION. Hagan's letter, that won the police their salaries, follows: "OPINION. Sept. 2, 1919. "Harry G. Williams, Esq., Auditor. "Oakland, California. "Dear Sir: Re Enigh, etc., appointment to inspector. I have at

hand your letter of August 29, 1919, inquiring with regard to the request for appointment of William J. Enigh and Thomas F. Gallagher as inspectors in the police department, with only conditional certification by the civil service board, reading as follows: "Note: Appointed under authority of City Attorney's opinion of August 11, 1919, and not from civil service list by certification. "In this behalf I have to advise you that the appointments in question were made directly under and in obedience to section 90, of the charter, providing that detectives in the police department under the old charter should be designated as inspectors under the new. "IS SETTING EXECUTING. "The foregoing provision is self-executing and its enforcement requires no action from the civil service board, and no certification other than a satisfactory showing that an officer was employed as detective of police at the time when the new charter became effective. "Conclusive evidence to that effect was presented to this office in the cases of Inspectors Enigh and Gallagher, which is summarized in the opinion of August 11, 1919, referred to above. Accordingly, I have advised the commission of public health and safety, and the civil service board, and I now advise you that each of these officers is entitled to the rank of inspector by virtue of section 90 of the charter. "As a further precaution, you might secure from the commission of public health and safety a statement in writing to the effect that on July 1, 1911, Messrs. Enigh and Gallagher were acting as detectives in the police department of the city. "Very truly yours, "H. L. HAGAN, "City Attorney."

Will Grow Tobacco in Place of Cotton MACON, Ga., Sept. 5.—According to Farm Demonstrator W. G. Hadden, tobacco will be added to the list of crops grown in Bibb county next year. It will to a large extent take the place of cotton, which is now menaced by the boll weevil. Exports will come here from the state college of agriculture to give instructions as to how the crop shall be planted and cultivated.

New Q·R·S PLAYER ROLLS

If you don't own a player piano, you are denying yourself the most wholesome enjoyment in the world.

SEPTEMBER

—now on sale at
the music stores

The numbers listed in the September Bulletin of Q·R·S Player Rolls are now ready and in stock at the stores of the best music dealers.

These dealers will gladly play the numbers over for you so that you may select the ones that particularly appeal.

There is no obligation whatever entailed when you go in to hear the new Q·R·S Player Rolls. Our dealers only want to sell you what you really want.

If you don't find any number that particularly appeals, they're mighty glad to have you in their stores anyway.

To be in touch with the latest and best in player roll music, you should receive the Q·R·S Monthly Bulletin of new numbers. Your music dealer will see that you get it if you mention it to him.

September Numbers in Q·R·S Player Rolls

- | | |
|---|---|
| 534—Alexander's Band is Back in Dixieland. One-Step. Words by Jack Yellen. Music by Albert Campbell. Played by Max Kordlander. | 535—Merry. From the Folies of 1919. Fox Trot. Words and Music by Irving Berlin. Played by Ted Baxter. |
| 536—American Crusaders. March One-Step. Words and Music by Frances Beloit. | 537—My Baby's Arms. From the Folies of 1919. 1-25. Fox Trot. Words by Joe McCarthy. Music by Harry Teyssie. Played by Victor Arden, assisted by P. O. Nordlander. |
| 538—At the High Brown Baby's Ball. Fox Trot. Words and Music by Penny De. Sid Goldman and Eric Erdman. Played by Zee Couler. | 539—Oh, What a Pal Was Mary. Ballad. Words 1-25. Music by Pete Wendling. Played by Phil Guman. |
| 540—Daddy Long Legs. Waltz. Played by Baxter & Kordlander. Words by Sam M. Lewis and Joe Young. Music by Henry Ruby. | 541—Roses at Twilight. Waltz. Words by Ben 1-00. Music by Herbert Harple. Played by Osborn and Howe. |
| 542—Daddy Long Legs. Waltz. Words by Ballard MacDonald. Music by Mary Earl. Played by Baxter and Kordlander. | 543—Some Beautiful Morning (I'll Find You in My Arms). Words and Music by A. Johnson and Chit Friend. Played by Leo S. Roberts and Max Kordlander. |
| 543—Gimme This—Gimme That—Gimme That. From "O. What a Girl." Fox Trot. Words by Wolfie Gilbert. Music by Nat Vincent. Played by Victor Arden. | 544—Sometime. From "Somebody." Ballad. Words 1-25. Music by Rudolf Frank. Played by Ted Baxter. |
| 545—Hawaiian Lullaby. Waltz. Words by Dorothy Farnie. Music by Lind Brizga. Played by Scott and Waters. | 546—When the Preacher Makes You Miss. Fox Trot. Words by Pete Wendling. Music by Walter Donaldson. Played by Ted Baxter. |
| 547—Where the Lanterns Glow. One-Step. Words by Royce. Music by Chas. L. Johnson. Played by Baxter and Kordlander. | 548—While They Still Make Those Beautiful Girls. One-Step. Words by Howard Rogers. Music by Harry Alast. Played by Pete Wendling. |
| 549—Sweetest Girl. The Ballad. Words and Music 1-00. Al. Pandolfini. Played by Ted Baxter. | |

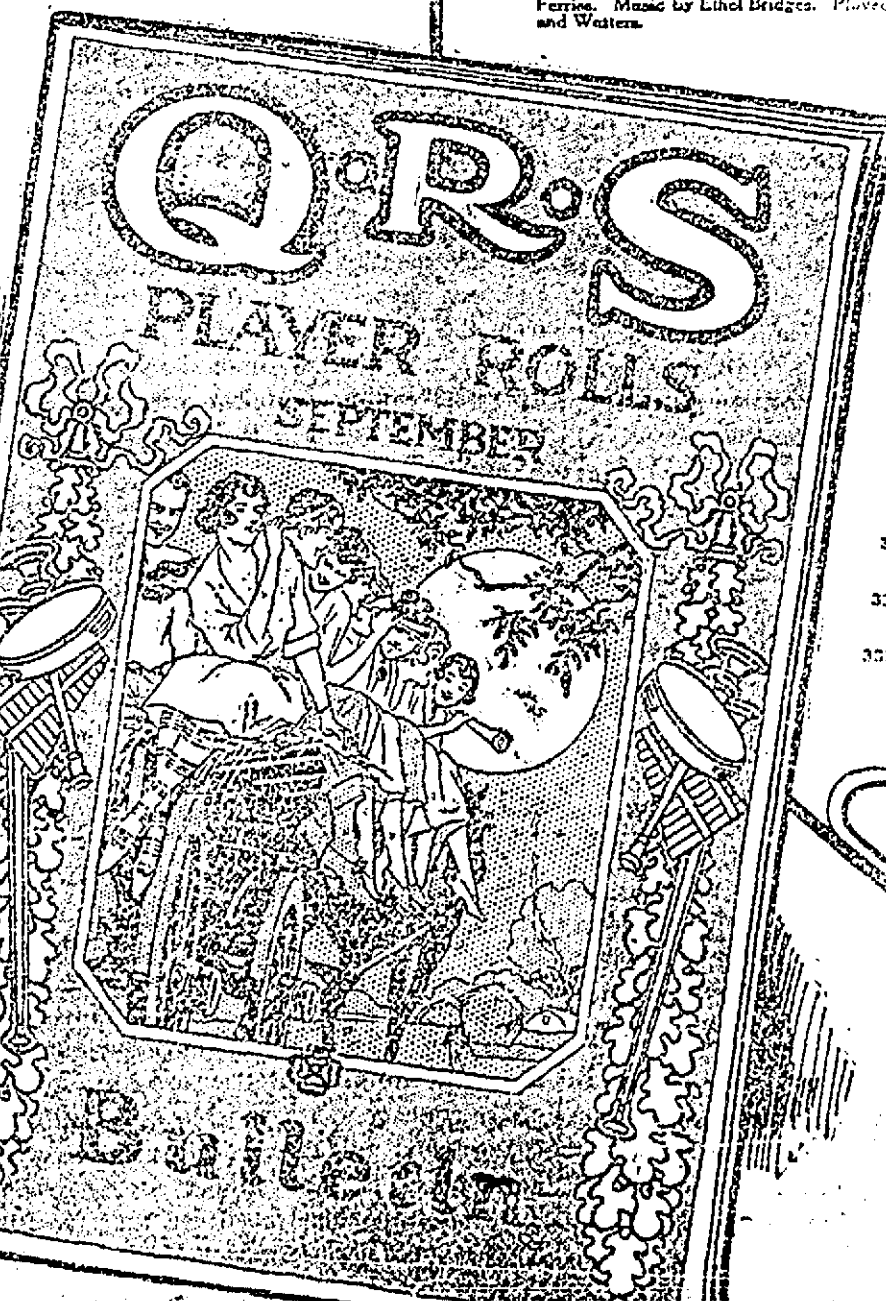
AUTOGRAPH

- | | |
|---|---|
| 100884—Dixie Kisses. Phil O'Hara. 75 | 100892—Gaities of 1919. Medley. Jean Schwartz. 1-25 |
| 100897—March American. C. Chasnovsky. 50 | 100905—Polka. 1-11-15. Chopin. 50 |
| 100933—She's a Good Fellow. Medley. Jerome Kern. 1-25 | 100938—Whispering of Love (Valco Sentimental). Chas. Kinkel. 50 |

STANDARD ROLLS

- | | |
|---|---|
| 33352—Earl Fuller's Collection of Jazz Classics, Roll 1. 1-25 | 33353—Earl Fuller's Collection of Jazz Classics, Roll 2. 1-25 |
| 33354—Earl Fuller's Collection of Jazz Classics, Roll 3. 1-25 | 33355—Earl Fuller's Collection of Jazz Classics, Roll 4. 1-25 |

Ask Your Music Dealer For The September Q·R·S Bulletin



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of Brocade Velvet, Corduroy and Blankets now being shown for the first time, \$7.50 to \$35.00.
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SAN FRANCISCO, Sept. 5.—The banquet at the Fairmont Monday night was the first of the series given various officers, officials and prominent citizens as a feature of the celebration in honor of the arrival of the fleet. Secretary Daniels was the guest of honor.

In addition to the head of the navy department, the high officers of the fleet, of course, were present, and the governor of the State. Admiral Rodman, General Liggett, some forty mayors of various California cities; members of the San Francisco municipal board, a considerable phalanx of newspaper men, and a good representation of unclassified guests, together numbering 160. It was a congenial and well arranged affair. The Governor seemed to be under the impression that it was a mayors' occasion, and showed his good will to the guild by admitting that he had been a mayor himself. Admiral Rodman was brief and terse, conforming to his own admission that he is no hand to orate. He said that he wrote a speech at San Diego once upon a time, and didn't deliver it—and let the subject go at that—quit while the quitting was good. There may have been a query by those of the guests who are adept at drawing conclusions from situations as well as from that which is spoken, as to whether there is not still a ranking over the episode wherein the Secretary of the Navy disapproved of the Admiral's speech, with the result that it was withheld from oral utterance in a southern city but published quite liberally in the newspapers, they having been furnished advance copies but not being advised in time that the speech was not delivered according to program. Gavin McNab said the customary nice things, getting near the League of Nations question but not crossing the line. The mayor delivered a felicitous speech of welcome. Altogether as the first pretentious effort to evince hospitality by breaking bread, it was conceded to have exemplified that ceremony in the most happy manner.

Leading the Grand March

One of the very sub-rosa matters involved in the fleet festivities arose over the question of precedence at the fleet ball. There was no question as to who should be the man to lead the grand march, but as to who should take his arm there seemed to be some discussion. There were those who thought it was so plain as to preclude argument that the Governor's lady should be the one; and there were others just as insistent that the mayor's wife should be the choice. It is to be said that neither of these ladies took part in such discussion, or in any manner inspired it; but self-elected partisans, who may have imagined that they were pleasing others higher up, appear to have started it. Then again, there may not be extreme cordiality between the city hall at San Francisco and the capitol at Sacramento, and conditions may have been right for starting such a discussion. It is possible, however, that it would not have got very far if the principals could have squelched it.

Hotel Keepers Indifferent

At a greater distance of time it may have seemed that putting up the President was desirable for a hotel merely from the prestige that would result, but that is not the way it is regarded now. With the leading hotels congested, and waiting lists of those eager to pay whatever is asked and to accept whatever is assigned, there is no appeal in a guest simply because of his exalted station. A manager of one of the leading hotels discloses the conditions on which the presidential party becomes a hotel's guest. Such conditions must have been laid before him officially, for he speaks as one having full knowledge. The entourage would seem to be large, as a considerable section of a floor must be sequestered. Secret service men are to guard it from intrusion of the unofficial and casual. Many requirements have to be met that will greatly interfere with the entertainment of other guests, and to meet the full requirements will considerably lessen the capacity of the hostelry. All of which, the hotel man represents, is not compensated by the honor and prestige of having entertained the President.

A Complicated Situation

Some discussion ensues as to how political matters of national scope are shaping themselves about the possibilities of next year. California was the pivotal State in 1916, and in some quarters it appears to be considered important to keep it jolted, that it may perform eccentrically again. But what has set people to guessing is the action of such former partisans of Senator Johnson as Milton Esberg, R. B. Hale, C. C. Moore and others signing petitions to Congress in favor of the passage of the peace pact, League of Nations covenant and all. One of the most strenuous opponents of the League of Nations, of course, is Senator Johnson. Then Senator Phelan's opposition to the Japanese, yet diplomatic silence as to Shantung, makes another situation. It may be that the President feels that he is getting scant senatorial comfort from California. But he does not seem to sense the California attitude on the

Oriental questions. The announcement that Senator Johnson will follow the President on his tour to counteract the effect that the President's presence and advocacy may have upon the people indicates the importance with which the State's attitude and vote in 1920 are regarded.

The Governor's Shyness

Comment is heard on the fact that the Governor's visits to this city are so rare and always unheralded, and that he is not "felt" in the way the governors of California have been hailed and recognized time out of mind. A recent occasion is cited when the Governor dined at the Palace Hotel, which is the recognized center where nearly everybody at least "drops in" to meet friends, to hear the news and to see who has come to town, and very few discovered that he was present. Yet any number would have been glad to do him honor. This apparent shyness is not a trait to elicit in disparagement, for it is well known that he is not given to posing. He falls considerably short of being the mixer that almost all of his predecessors were. Those who discuss it hold that he needs a tactful secretary who would make up in part for his reticence. The public has a kindly regard for Governor Stephens, and the half-million division of it resident here would be pleased to do him honor more frequently and more heartily.

Candidates for District Attorney

Within scarcely more than a week a bevy of attorneys came to the sudden conclusion, apparently, that District Attorney Fickert would not be physically able to make the campaign effort for re-election, for at least a half dozen aspirants and near aspirants have emerged. Of these Milton C'Ren has issued a long statement of his attitude as a candidate and his purpose if he shall be elected. The statement is a covert arraignment of Fickert's administration, though of course no direct reference to any particular act is made. One sentence is to the effect that if elected he would devote his efforts to securing absolute justice, and not to man-hunting. The allusion here is obvious. A cynic at the city hall is responsible for the observation that that ought to round up the Mooney vote all right. Another active candidate is Judge Brady of the Police Court. It is reported that District Attorney Fickert is slowly on the mend, with the chances good for his ultimate recovery, but that his family and physician oppose his standing for re-election, as his condition at best will be enfeebled. His enthusiastic partisans, however, declare that he will be a candidate.

Scramble for Supervisorships

The terms of nine supervisors expire this year and must be filled at the municipal election in November. It is figured that for these nine offices there are forty-five candidates. Of course, the time limit is not yet up, and very probably this number will be increased. The primary law is no longer in force as to municipal elections, and some approach of a return to the old methods will result. Doubtless tickets will be put up by both the old parties, and certainly the Union Labor party will nominate a full list of candidates. There is no indication of what will happen, for there are a good many crossed wires. The outstanding feature of the situation is the total indifference of the representative business man. Since the defeat of Bryon, Vogelsang and their confederates four years ago there has been no attempt on the part of others of their class to participate in municipal politics. Indeed, the absence of the taxpaying class from the sessions at which the municipal board endeavored to fix a tax levy last week suggested that they are not interested in anything at the city hall.

A Mysterious Hitch

City hall oracles profess to be bemuddled over the halt in the transfer of the presidency of the Board of Education from George Gallagher to Daniel Murphy. Gallagher's resignation was accepted and Murphy's appointment announced, and then came a statement to the effect that Gallagher had been requested to continue in the office pending something about new school houses that was in abeyance. Gallagher, who had accepted an important position with the Liebes company, with which he was connected before he went into politics, announced that whether he continued in his official capacity any considerable time would depend on the view his employers took of it. A hunch is afforded of the profitability of high class merchandising by the fact that Gallagher turns his back upon a political career in which he had attained more than usual success to engage in commercial pursuits. It also indicates the regard entertained for their former employee by a leading firm that they make it an object for him to return to it from a successful political adventure. After severing his connection with Liebes on taking up politics Gallagher set up a hat store, which did not seem to prosper. There is much curiosity as to just what the hitch is in the transfer of the presidency of the Board of Education.

Dunnigan East Again

Clerk of the Municipal Board Dunnigan has gone East again. His errand has been given out to concern the establishing of a free port here, to obtain which an organization has been effected of which he is the secretary or something. But

those who wink in a manner to give you to understand that they have the true inwardness of the thing say that he has gone to be near the big center, the better to exert an influence in favor of Hunter's Point as a naval base. Some doubt has been expressed as to this dope, for the high naval authorities were here and looked things over during the week, and it would seem that influence might be exerted here to better advantage even than in Washington. But it is a matter for Congress to act upon, and it is known that what the administration favors Congress may not fall in with. This Congress is not as docile as the former one. Anyhow, that is the story. It is denied that he has gone on an official mission for the city administration, and the denial is borne out by the fact that there is nothing of record in the nature of an expense allowance.

An Act to Be Tested

Two interesting cases are in Judge Brady's department of the Police Court. The defendants are residents of Berkeley, one connected in a proprietary way with the Steele-Marshall Company, dyers and cleaners, and the other with Berlin's Cleaning and Dyeing Work. There was a labor ruction in the two establishments, though not a formal strike. When it was settled some of the employees were not re-employed. The proprietors advertised here for operatives to take their places, without stating in their advertisements that there was labor trouble in the establishments for which the help was sought. This is held to be a violation of Act 2140a, passed June 6, 1913. Complaint was made, the men were arrested and their trial, it is said, will be the first under the Act.

The Mexican Situation

Last week I had something about an inquiry sent from here to government representatives in Washington as to the "way down" of the situation in Mexico. The inquiry was made because of San Francisco parties sojourning in that country, and the desirability of getting them out if there is likely to be war. The answer was that there is no immediate danger; but subsequent advices were to the effect that action by the United States was expected within sixty days. An army officer has said that he has seen and heard enough to convince him that he will be in Mexico in less than sixty days. I came into the knowledge of the fact that sixty nurses who recently arrived in New York from overseas, expecting immediate demobilization, which was delayed, have concluded that the situation in Mexico is the cause, and they are expecting to be ordered there. And Carranza's recent denunciation of the Monroe doctrine and defiance of the United States would seem to make it certain that at last watchful waiting may be at an end. While there is almost a universal opinion that something must be done in the very near future, there is a realization that in the world's present highly inflammable state there is no telling what momentum even a small fire, once lighted, will take on before it is subdued.

The Railroad Mess

Lieutenant-Colonel Mason has been placed at the head of the Western Pacific, and that road is to be unscrambled to the extent of being permitted to return to some semblance of its former status. Its main ticket office is to be returned to its former quarters, in the upper corner of the Palace Hotel on Market street. Because the Western Pacific paralleled the Southern Pacific so closely through Nevada and California it afforded a more baneful instance of scrambling than any other western line. Its owners complained that the operation not only throttled it for the present, but would hamper it for the future. The crowd that bought it in for a song at the notorious foreclosure sale evidently put up a very effective "roar" with the Federal management, for there is no evidence that this road was in a worse boat than the others. The last report of the Southern Pacific, in attempting an alibi for the financial showing, mentions that its effective organization has been dispersed, its freight traffic diverted from the long haul over the Sunset route to the shorter haul via the Union Pacific, and part of its vessel equipment taken off. All the lines undoubtedly have had their experiences.

Piffing Discussion

Discussion of Pacific Coast affairs by the Eastern press are too often in that piffing vein illustrated by this extract from an Indianapolis journal: "Californians have found by patient application of the laws and tendencies that govern the movement of people about the earth and their habits of multiplication that if the Gulick bill, restricting immigration, goes through this country will become a Japanese province about the year 2060. The white population by that time will have succumbed to the economic competition of the Japanese. This is seriously believed in California. They have invited the rest of the country to join them in their alarm. This invitation might be accepted if the Japanese were manifesting their presence throughout the land as they are in California, but they are not; so the rest of the country will have to look to California for counsel and guidance, not to mention warnings and advice. So far it all seems very remote. In Texas it is popularly believed that the State of Texas should declare war on Mexico and once and

for all end the border trouble. As yet, California has not reached this stage; but it will probably be encouraged to by the presence of the new Pacific fleet, which might be borrowed for the occasion." This extract is not from a bucolic publication, but from a leading paper, and affords an illustration of how important matters affecting this side of the country are frequently, and indeed generally, treated by the Eastern press.

Not Enough Hotels

It has now been proven beyond a question that the hotel accommodations of the city are inadequate. Every hotel was more than full during reception week, with the clubs and lodging houses crowded to their capacities. I have personal knowledge of a man and wife, of good standing and not only able but willing to pay whatever was asked, finding it utterly impossible on one of the nights of the celebration period to find a place to lay their heads. Hotel men predict that the hotel boom has come to stay. For one thing, as has already been discussed, more Americans are touring their own country. For another, the exigencies of housekeeping are driving more families to dwelling permanently in hotels, where the problems involved in keeping up establishments that have become so irritating are sidestepped.

Californian Literateurs

San Francisco and California have started many authors and writers on their way, after having afforded them opportunity to show their mettle. During the war more Californians were at the front writing of what they saw, or at mobilizing and other points writing of what they found out, or at home writing what they could think up to encourage and cheer and entertain, than were of record from any other State, not excepting New York. Many who were heard from as New Yorkers had first been Californians. Among the Californians who have recently gained a place "in the sun," as it is sometimes put, is French Strother, who has been made managing editor of *World's Work*. He was in newspaper work in California, and noted principally for his digging propensities. He is a sort of protégé of Chester Rowell—or maybe "protége" overstates it. Anyhow, he is a friend of the Fresno editor, which may account for his connection with that aggressive publication in which Chester Rowell, William Allen White and others collaborated for the redemption of California. As the managing editor of *World's Work*, Strother is now on firm going, in which his California friends take occasion to congratulate him.

The Naval Base

The general idea that the proposed Hunter's Point site for the naval base includes the two drydocks constructed there is erroneous. The site lies south of these docks, but the tract adjoins them. It may be somebody's plan that the docks shall eventually become a part of the naval station, but for the several years required to construct and equip the base these docks would be profitable to private owners in the incidental work needed. City Engineer O'Shaughnessy has made maps, drawings and pictures of the proposed base. O'Shaughnessy is a city official, and it is not exactly clear how he becomes such a champion. Property owners are not unanimous in the matter. Some of them have dreams of devoting all the deep water frontage in this section of the city to commercial uses. What is represented to have delayed such development is that this whole section has been laid out in city lots, with streets opened through to the water, and the difficulty of getting these streets closed in the face of the opposition always raised has generally scared off those who might have inaugurated such improvements.

Daniels Makes Friends

One of the noticeable results of the fleet's coming and the acquaintanceships and intimacies of the reception is a revision of some opinions of the Secretary of the Navy. It has been the considerable practice in the less responsible columns to discuss him lightly; to decry not only his nautical accomplishments but his ability to deal with great national affairs; but a close-up tends to a conviction that he is of full cabinet stature, that he has a good comprehension of his responsibilities and that which is expected from the head of this great arm of the public service. Then it is remembered that the American navy gave an account of itself in the great war that the whole country is proud of, and realized that such result would not have been likely without a directing head equal to the occasion. The Secretary of the Navy certainly made a favorable impression during the varied and exacting ceremonies of the week.

Requa Did Not Comply

A newspaper away in the East inquires if information supplied by business men to aid the government during the war is to be used to their confusion, now that the war is over. The query circles around that dollar-a-year Californian who performed so considerably as chief of the oil production and conservation bureau, Mark L. Requa. He has been summoned by the Federal Trade Commission to turn over to it the data and information which he acquired while acting in that capacity. Mr. Requa refused to surrender this data. The business world would like to know, most likely, before co-operating with the national

administration in the execution of its more or less radical plans to regulate business and reduce the cost of living, whether information given in confidence to assist the government in war stress is to be used to their undoing in times of peace—and probably strained to make out a case. It is foreshadowed that if the Federal Trade Commission or any other Federal body is to plunge into the secret archives and make use of the facts filed therein to the detriment of men and corporations furnishing them, henceforth there is not likely to be such readiness to hitch up in large emergencies with the government, and not only work for it for the compensation of a dollar a year, but yield all the trade knowledge they possess or can assemble into the bargain. This matter seems to be another of the creakings that indicate abnormal friction in administrative workings.

A Brace of Orators

There is an interesting story in connection with the dinner given Judge John Hunt by the Bar Association last Wednesday. It was to commemorate the fortieth anniversary of his occupancy of the bench, which was also the fortieth anniversary of the transition from the old District Courts to the present Superior Courts. Judge Hunt was one of the first twelve occupants of the Superior bench, and he and Judge Jeremiah Sullivan are the only ones who survive. Judge Sullivan, as the president of the Bar Association, had appointed Attorney Peter F. Dunne to deliver the formal address of the occasion. But the guest of honor made the request that Gavin McNab also be named for that duty—that it be made a dual affair, and that is how it came that the forensics of the occasion were entrusted to two. The story lies in the fact that Attorneys Dunne and McNab are opposing counsel in the celebrated floating case, which is before Judge Hunt without a jury, and that the counsel had a run-in a few days ago, wherein Dunne accused McNab of a violation of professional ethics in appearing as a witness in a case in which he is an attorney, and in which his own evidence showed that his fee is contingent.

Surviving Minstrels

ALAMEDA, August 31.—Ancient your "Surviving Minstrels" in today's Tribune: Edward Leroy Rice, the writer of minstrel history, is just who he said he was—the son of William Henry Rice, who was a famous female impersonator in his day, and no relation to "Billy" Rice, whom you so deservedly extol. "Billy" Rice never had any children that any one ever knew of. "Flewey, Flewey" Cartwright died about fifteen years ago. Forty-eight years as manager or representative in every line of amusements—1866 to 1914—consists the above presumption. Truly yours,

JOHN E. WARNER, 2012 San Jose avenue.

2012 San Jose Avenue.
The statement that Edward Le Roy Rice was the son of Billy Rice was an assumption on the part of the Knave. As no mention of any other Rice was made in a disquisition on old-time minstrelsy it was taken for granted that the Rice best known here was meant. So far as I have been able to ascertain, William Henry Rice was little known in this minstrel center, but he is well enough identified in the annals of negro minstrelsy. As to Courtwright, I must leave the question of his survival between this correspondent and the writer who attempts to speak of the old-timers. I am in hopes that the correspondent is wrong—that this fine old funmaker is still sticking around.

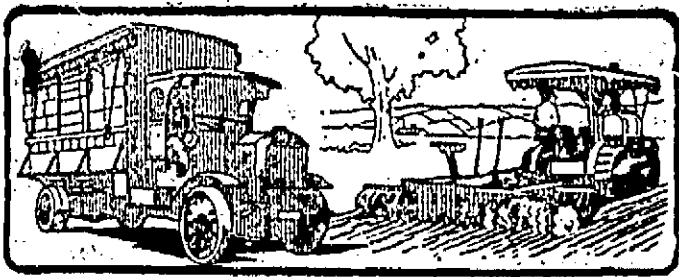
Pegasus Cavorts

Newspaper men have noted the pronounced tendency to welcome the fleet in verse. Editors of all classes of publications have been fairly inundated with lyric contributions, many of which have been permitted to appear more from the contagion of patriotic enthusiasm and Californian welcome than from their literary value. It might be said there has been an orgy of poetry, classing everything written in that form as poetry. Mars mounted Pegasus, as it were, and the simile might be extended in keeping with some of the expressions to the effect that both frolicked with Neptune. This lyric tendency may be worth serious consideration. Poetic expression subsided with the disappearance of the great poets of a generation and two generations ago, and the modern who relied on his muse for his sustenance had a hard time of it for a period. The war may have revived the poetic appetite, and the eruption here referred to may be a manifestation of a renaissance. Anyhow, the verse writer has had a very indulgent hearing.

"Tribune" Story Makes a Hit

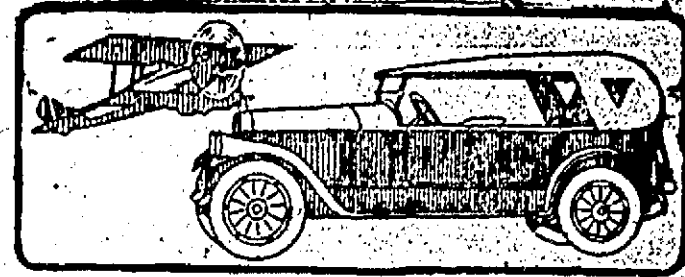
I have been quizzed as to the identity of the author of the story that appeared in THE KNAVE last Sunday with its locale in Alameda county. It made a considerable hit over here. It has achieved the rare feat of locating a romantic tale near at hand and maintaining its verisimilitude. This is difficult. Distance lends enchantment in a story to greater degree than in anything else; in fact, is almost invariably necessary to literary effect. Just as a boy who grows up and remains in a town is not likely to get credit for any ability or acumen he may show, so a story located in the reader's immediate neighborhood seldom has the perspective to make it seem probable. This author has the true story teller's gift, and I was not surprised at the interest manifested over this contribution. I hope to see him repeat.

THE KNAVE.



Oakland Tribune

Automotive Section



VOLUME - LXXXI.

OAKLAND, CALIFORNIA, SUNDAY MORNING, SEPTEMBER 7, 1919.

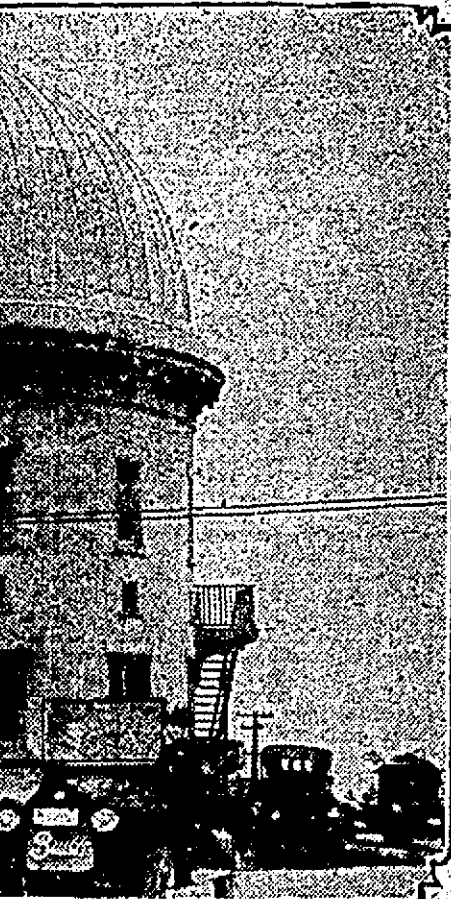
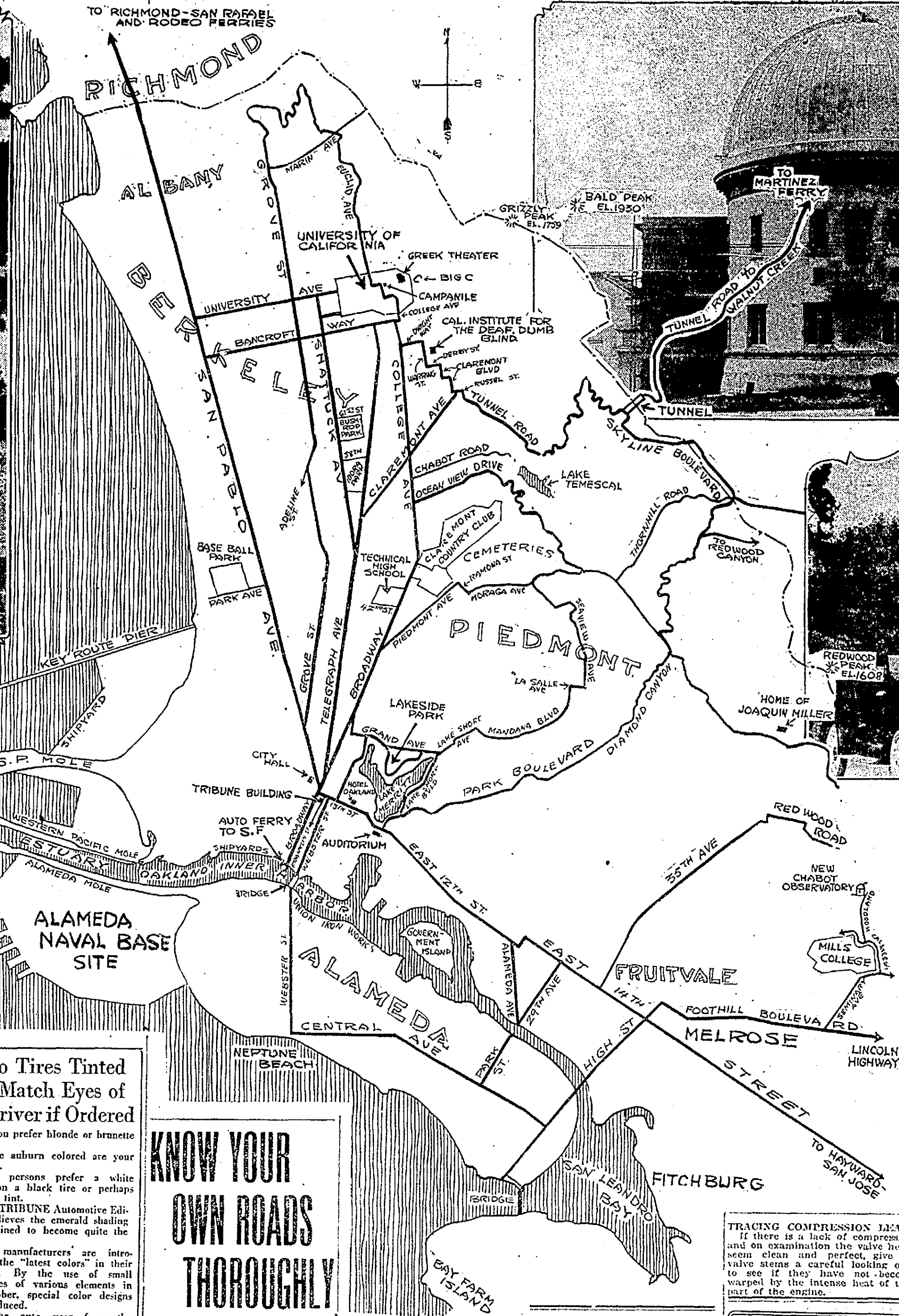
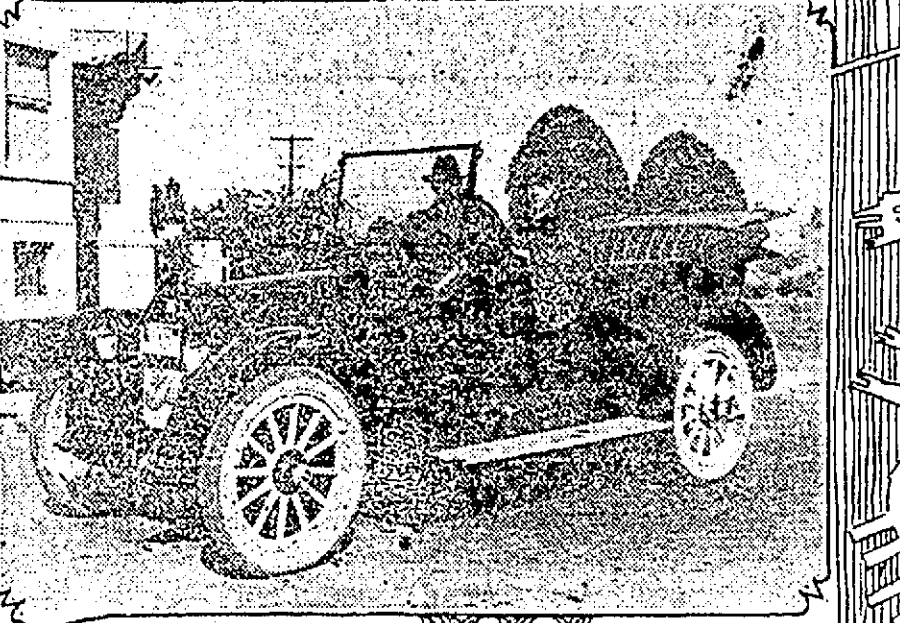
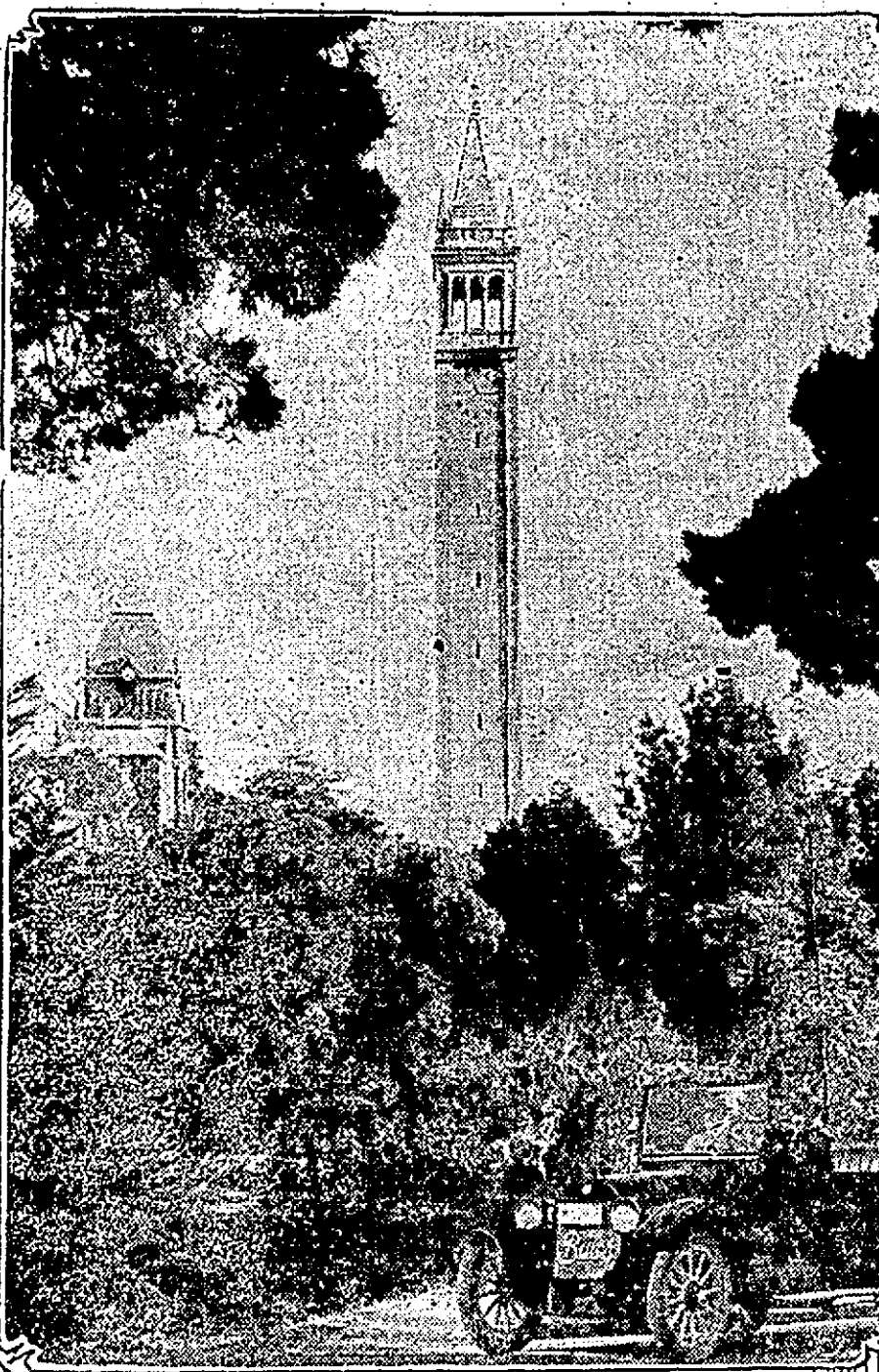
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PAGES 1 TO 12

NO. 21

Alameda County's Reception to Motor Fleet Complete Success

DO YOU REALLY KNOW ALL THE PRETTY MOTOR DRIVES WITHIN YOUR OWN IMMEDIATE CITIES? THE TRIBUNE-BUICK PATHFINDER AND FRANK SANFORD, MANAGER OF THE HOWARD AUTOMOBILE COMPANY, DOUBT IT. Therefore today's map is presented to show the main avenues and streets leading to noted landmarks of Oakland, Alameda and Berkeley. It will help you choose your "stay-at-home" motor tours. Some of the scenes along the route are, upper left, the Campanile at the University of California; lower, FRANK SANFORD (right) and "GUS" SAWYER in The TRIBUNE-Buick Pathfinder; upper right, Chabot Observatory, and lower right, the Campanile at Mills College.



LESSON IS LEARNED ON LONG JAUNT

By JIM HOULIHAN

The Motor Fleet has come and gone. Alameda's county's reception to it was a complete success. The hardy and efficient officers comprising the personnel of the Lincoln Highway, which the Lincoln Highway Association has been doing splendid work in awakening state, cities and towns to the coming of the Lincoln Highway, are now on their way back to their homes. Where we now lack concrete highways we will soon supply the missing links in construction started or soon to be undertaken. Not so, however, with many of the states through which the Lincoln Highway runs. There are sections across the land which are still slow to sense the vital need of perfect highways. To the credit of the Lincoln Highway Association be it said that they are doing splendid work in awakening state, cities and towns to the coming of the Lincoln Highway. In many regions, for one or numerous reasons, the people seem slow to act.

It is timely, however, to comment upon results. The first and really important one as we view it is to incite the states through which the Lincoln Highway runs. There are sections across the land which are still slow to sense the vital need of perfect highways. To the credit of the Lincoln Highway Association be it said that they are doing splendid work in awakening state, cities and towns to the coming of the Lincoln Highway. In many regions, for one or numerous reasons, the people seem slow to act.

Auto Tires Tinted to Match Eyes of Driver if Ordered

Do you prefer blonde or brunette tires? Maybe auburn colored are your favorite. Some persons prefer a white stripe on a black tire or perhaps a green tint. The TRIBUNE Automotive Editor believes the emerald shading is destined to become quite the rage. Tire manufacturers are introducing the "latest colors" in their product. By the use of small quantities of various elements in the rubber, special color designs are produced.

KNOW YOUR OWN ROADS THOROUGHLY

Numerous requests to supply a map of Oakland, Alameda and Berkeley showing the main roads to various points of interest prompted compilation of the map presented today. It would seem that every motor car owner in this section was familiar with his own community and yet an investigation conducted at random among nearly a hundred owners supplied the surprising news that hazy ideas exist as to the number of short and interesting trips which are available hereabouts.

was despatched to many of the interesting objectives to be found in the large Eastbay cities and the result of the journey has been compiled in this motor map. No attempt has been made to show numerous cross streets, the desire of the TRIBUNE Touring Bureau being to simply point out main avenues and roads and their terminus and the location of most of the better known objectives of short trips.

Reprints, permanent use, will be ready at The TRIBUNE Touring Bureau on San Pablo avenue by September 12.

AUTO LAW IS DEAD IF SIGNS ARE NOT UP

Failure to meet the requirements of the new State Motor Vehicle Act in posting warning speed limit signs has caused complications in several California cities. It is contended that without full compliance with all the law's requirements through the posting of certain distinctive signs on the public highways and streets of a city or town by the local authorities there is no ground for prosecuting offenders who break the reasonable requirements of the new speed limit laws. Without the signs arrests are futile and the local officers' hands are tied, offenders assert.

(Continued on Page 2, Col. 6)

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L. G. Reno Co.
(Distributor)
Twentieth and Broadway
Oakland 2749

CARS ACHIEVE FAME IN ARMY CONVOY JAUNT

When the memorable trip of the Motor Transport Corps across the American continent shall have gone upon the historic page, Dodge Brothers will have no ground for misgiving as to the loyalty displayed by their representatives in the Golden State.

In recognition of the fact that the big truck train was conveyed by Dodge Brothers cars, chosen for this function by the government because of the service which they had rendered on the border line of Mexico and the battle-torn soil of France, the government has ordered that the transcontinental motor pilgrims be greeted by the representatives of the largest and most arduous journey.

WELCOMES EXTENDED.

Accompanied by Jack Nelson, one of his able lieutenants, C. M. Miller, the well-known automobile photographer, and an assistant who specializes in motion picture photography, J. E. Williams, general manager of Dodge Brothers' department of the H. O. Harrison company, San Francisco, left here on Thursday of last week to extend a welcome to the officers and enlisted men of the corps. Mr. E. Rector, general manager of the Harrison organization in Oakland, had planned to join the party, but was unavoidably detained owing to pressure of business and the lack of a sales manager. E. Allen Test, Royce Miller, associate dealer in Sacramento, formed members of the welcoming party when the objective point was reached.

The party stopped at Placerville Thursday night, arriving at Carson City Friday in time for luncheon. Tallies were reached early that afternoon and then the party drove to Homewood, 28 miles over the mountains, where a hot ride was enjoyed on Emerald lake. Its members returned to Tallies Saturday morning, where J. E. French, district representative, was in waiting and a conference was held as to welcoming festivities.

GO OVER STEEP GRADE.

After luncheon both cars drove to Carson City, where a number of officers traveling in advance of the convoy were encountered. The representatives of Dodge Brothers then traveled eighteen miles beyond Carson City, where they learned that, owing to various difficulties met with by the transport, it had been delayed and would not reach its next stoppoint until the following morning. On return to Carson City was made over the Kingsbury grade, one of the steepest in that territory.

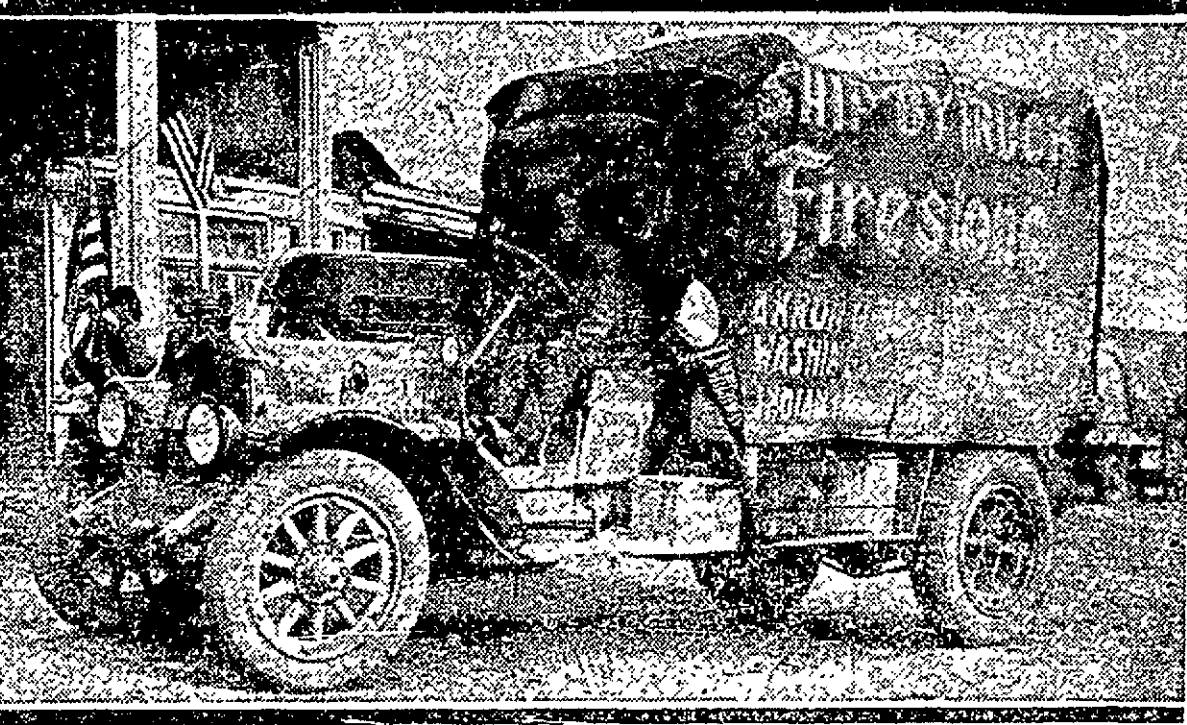
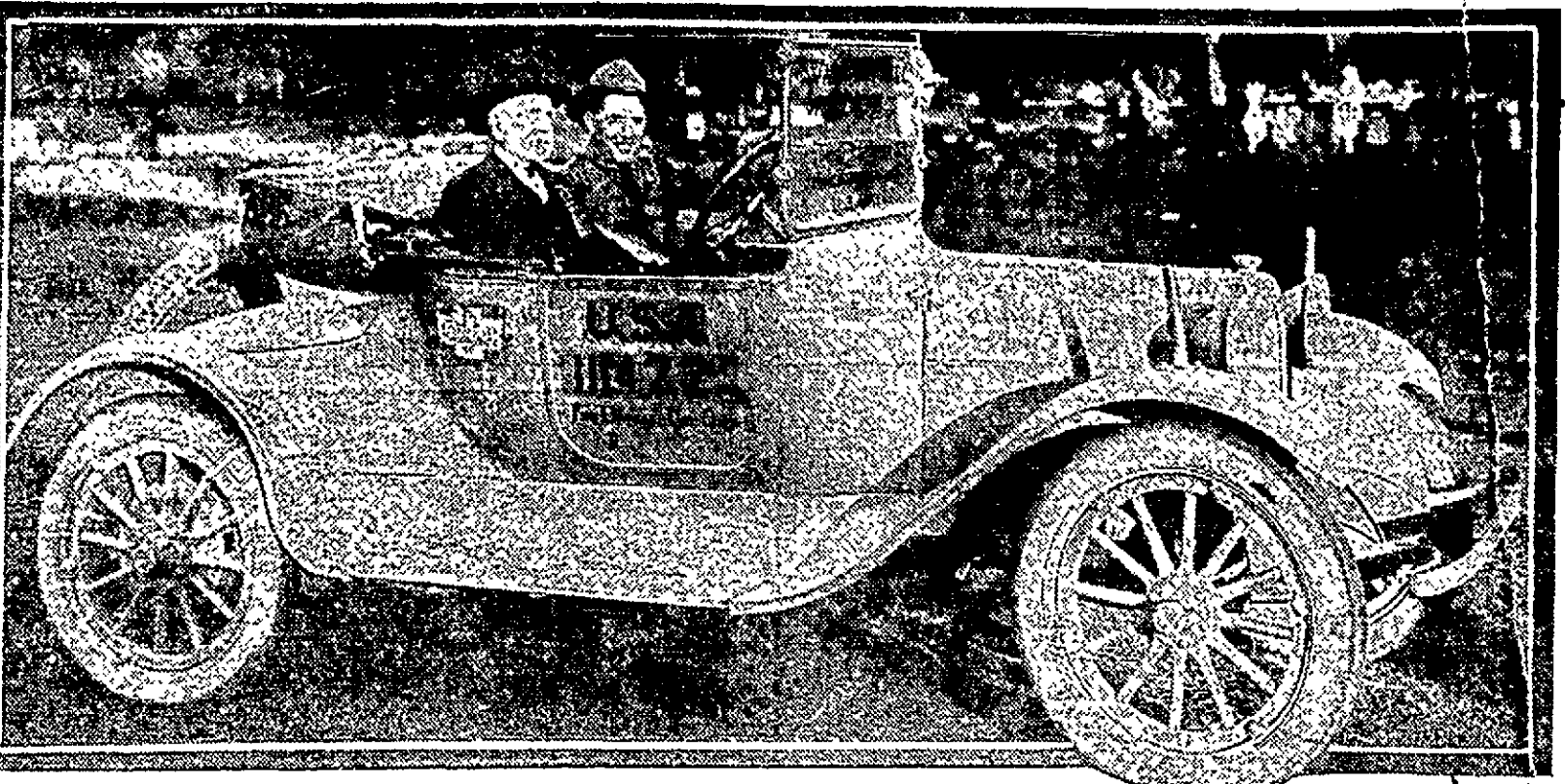
The following day was spent in conferences, trips around the lake, fishing and other forms of recreation. The party left Tallies on Monday and arrived at El Tahoe, from where its members intended to take the California-Nevada state line and completed preparations for sitting regally the Dodge Brothers convoy.

When Captain J. W. Murphy, in the leading Dodge Brothers car of the convoy, crossed the state line, he received a greeting of which he admitted he was "somewhat proud." The other members of the convoy were accorded a royal reception and all were accorded every courtesy at the barbecue held three miles this side of the line. The festivities included horse racing, broncho "bustling" and wild steer riding, an hour being spent in these sports, after which the convoy proceeded to Mayers Station, where it passed the first night after arriving on California soil. Dodge Brothers' representatives "broke camp" at 6:30 o'clock Tuesday morning, Williams and Miller reaching San Francisco at 6 o'clock that evening.

BERKELEYMAN PLAYS PART.

One of the major features of the convoy's progress after leaving this state was the part played by W. B. Brown of Berkeley, the 94-year-old grandfather of Captain Bernard McMahan, trainmaster of the Motor Transport Corps. In 1849 the nonagenarian guided emigrant trains and drove a pony express across the Western country over virtually the same route as the present Lincoln highway. He was taken into Nevada by members of the official reception committee, where he sat in a Dodge Brothers car beside his grandson, Captain Bernard McMahan, and as honorary trainmaster guided the convoy along the paved highway of this state. Thus, from prairie schooner and pony express to motor car, a bridge of another of the same make and type, provided they have one.

SEATED BESIDE CAPTAIN BERNARD McMahan, TRAINMASTER OF THE MOTOR TRANSPORT CORPS, WHO IS AT the wheel of the Dodge Brothers car forming a part of the convoy, is W. B. Brown of Berkeley, his grandfather, aged 94 years. It is deemed a graceful act on the part of the official reception committee in taking the nonagenarian to Nevada to meet the corps, where he was made honorary trainmaster to guide it to Oakland, inasmuch as in 1849 he drove an ox team and a pony express over what is virtually now the Lincoln Highway.



THE FIRESTONE COMPANY'S PACKARD TRUCK WAS ONE OF THE ATTRACTIONS ON the historic transcontinental journey of the United States Army Motor Convoy across the continent. This view THE TRIBUNE camera man snapped on the Nevada desert.

permitted proudly to occupy a unique position.

Coming up the grade from Carson City a Dodge Brothers commercial car collided with a heavy truck and was badly damaged. Getting in touch with Lieutenant Colonel McClellan, in charge of the transport corps, J. E. Williams learned that parts were needed to repair the car and sent to the Miller Automobile company at Sacramento for them by special messenger. The parts were rushed back and the damaged car was able to leave Mayers Station under its own power the next morning. Captain Ritchie, in charge of mechanical features, expressed gratification that Dodge Brothers representatives were present to give assistance on what was declared to be one of the worst stretches on the trip.

All the cars of the convoy are reported to have performed notably well, the cost of repairs being very small. Statistics are being collected and the proper authorities will in the near future give out a statement covering the feat of the convoy as a whole in covering the entire distance from Washington, D. C., to San Francisco.

Two Simple Ways to Test Gas Mixture

If the mixture is suspected of being too rich, shut off the fuel in the tank and open the throttle. If the mixture passing into the cylinders is too rich the engine speed will increase as the level of the gasoline in the float chamber is lowered, since this operation weakens the mixture considerably. If the mixture is thought to be too weak the float chamber can be flooded while the engine is running, and if this causes the motor to speed up it may be accepted as an indication that the mixture is not rich enough.

MR. MOTORIST

Do you want to reduce the operating expense of your car?
Do you want to free your motor from carbon and its incident troubles?
Do you want your motor to run smoother and quieter and add 50% to the pleasure of motoring?
Whether you own a Ford a Packard or any of the others,

THE GAS WONDER

WILL cut your operating cost 15% to 40%.
WILL positively prevent carbon.
WILL eliminate 75% of your valve grinding and other motor troubles.

YOU cannot afford to pass this by without investigation

SEE

SCOTT J. KENNEDY, Dist. Agent
1762-4 Broadway, Oakland, Cal.

THOUSANDS WANT NEW STEAM CAR

Coupled with the report of the utmost activities prevailing in the ranks of the Doble-Detroit Steam Motors company, Detroit, is the announcement of Morgan J. Hammer, president of the company, that the Doble steam car will again be an exhibitor at the national automobile shows in 1920, and at other shows as well. Distributors of the Doble car who closed contracts amounting to more than \$15,000,000 at the time this car first made its appearance, are on the qui vive, for none have cancelled their contracts in view of the circumstances which compelled, due to the war conditions, cessation of manufacturing.

INCREASE SPACE.

The space was larger, the next year but still far too small to accommodate the thousands upon thousands who were interested. The business booked at the national shows, reached a stupendous record of achievement.

Companies all over America were organized to handle the Doble steam car. Sales had been made by the thousands to individuals and these sales passed on to the distributors in their territory. Men on the road for the distributors reported demands

CITY SPEED LAWS ARE QUESTIONED

(Continued from Page 1)

built-up sections, in the following phraseology:

"Provided That the local authorities having charge of such highway shall have placed conspicuously thereon at the boundary lines of such business district, signs which shall be placed on the rights side of such highway looking toward such district, and which shall be triangular in shape, apex upward, the sides thereof being of equal length and not less than twenty-four inches in length, which shall bear in white letters of a size to be easily readable by a person using the highway the words and figures, '15 miles speed limit.' Such letters shall be on a background colored dark green, and the back of such sign shall also be colored dark green."

Continuing, the law sets up the further provision that the "closely built up section," defining it, and then providing for the speed limit enforcement by the posting of signs in the following manner: "Signs of sufficient size to be easily readable by a person using the highway, bearing the words and figures '20 miles speed limit,' which words shall be printed in white letters on a red background; such signs shall be colored red on the back thereof and shall be of the same size and shape as those specified in subdivision five of this section and shall be similarly placed on the highway."

Local officials, under the law, are designated as boards of supervisors, trustees or councilors, commissions and other public officials of counties, incorporated cities and counties, etc., and the law puts upon all such officials the responsibility of posting the signs in the way specified by the revised statute.

Already a number of cases have been dismissed by justices of the peace, who sustain the contention of the offending motorists, arrested for speeding, that legal warning signs are not posted and that they are therefore not lawbreakers.

exceeding anything ever expected by the company and even beyond anything ever known. All progress was stayed, however, when war conditions arose which stipulated seventy-five per cent of the production of the previous year. The Doble company had not gotten under way sufficiently to allow it to make any cars at all.

WAIT FOR PEACE.

The factory was leased for government work and the men of the Doble company sat back and waited for the signing of the armistice, when they again started work.

With the renewal of the displays at the national show, with the announcement of manufacturing plans on a large scale and with the revived interest in the Doble car, President Hammer believes that there will be no cessation in the intense interest shown in the past. In fact, receipt of requests from hundreds of those who placed their orders individually and from distributors who arranged to handle the car at the outset, is proof positive to him that there has been no waning in the interest whatsoever due to the enforced stoppage of work. The outlook for the future is very bright.

Drivers Have to Tell Life Story to Get Licenses

Residents of Buffalo, when applying for license to drive either a car or truck, in the future will have to answer many extremely personal questions. Applicants must tell whether they have ever been convicted of felony, whether they have ever been incarcerated in an asylum, whether they are drug or liquor addicts and whether they suffer from nervous disorders.

WAYSIDE INNS MAKE TOURING CANADA JOYFUL

Motor touring in Eastern Canada is to be made a pastime de luxe, according to plans announced by a large hotel syndicate. A series of wayside inns will be established along the main highways. The inns will cater to those who do not care for luxury and display of the large tourist hotels. They will be designed to furnish clean rooms and well cooked food at moderate prices. The inns will particularly cater to motor touring and it is planned to build the first one at Batiscan on the Quebec-Montreal highway and another one between Quebec and Jackson on the Quebec-Jackson route.

Britain Pays U. S. For Fliers' Supplies

The British government has completed its payments to the United States for aviation supplies furnished during the war. Final payments totaled \$15,176,122.10, and the payments were for Liberty engines, airplane spruce, and other supplies. Liberty motors \$13,672,518.30
Airplane spruce 13,274,552.20
Aircraft distillates 2,239,051.60
Nitrocellulose powder 4,630,000.00
Cotton linters pool 651,500.00
Negotiations of payment were conducted by Chester W. Cuthrell, representing the secretary of war, and Lord Inverforth, minister of munitions of war for Great Britain.

SAVINGS MADE BY PNEUMATIC TRUCK TIRES

When the U. S. government recently ordered the removal of solid tires from heavy duty trucks and had them replaced by pneumatic tires there was a very good reason, according to S. C. Purser of Marham & Purser, Oldsmobile distributors. The advertising campaigns the tire manufacturers are conducting, educating the people to the use of pneumatic tires on trucks, are based on sound reason," said Purser. Tire manufacturers make just as much profit from the sale of solid tires as they do from pneumatics but after months and years of exhaustive and practical tests have arrived at the conclusion that pneumatic tires are in many cases the best equipment for the truck purchaser. This, I know, is the reason the Oldsmobile trucks are equipped with pneumatic tires.

Want California Redwoods Preserved

On August 26th, in the office of the California Highway commission in San Francisco, a notable conference took place between N. D. Darlington, C. A. Whitmore, and George C. Mansfield, of the California Highway commission; George C. Purden, Col. Ed. Fletcher, Solon Williams and State Forester G. M. Homans of the Forestry board; Attorney General U. S. Webb, State Superintendent of Banks Charles F. Stern, Justice F. A. Cullen of Europe, and Professor J. C. Merriam of the University of California, as to measures necessary for the preservation of the redwood groves along the State Highway in Mendocino, Humboldt and Del Norte counties.



Cost Half Less Than Other Tires—Yet Guaranteed
6000 Miles Without Puncture

FITS ANY TIRE OR ANY RIM
Thousands of motorists have discontinued paying the big price for tires—why not you? Save half and more what you are now paying. We call for and deliver

Givens Beadless Tire Service Station

G. A. KUEHN and ALBERT TRUEB, Oakland Distributors.
OAKLAND, CAL.

TIRE The Store with the Tires and the Price

Fall Sale Tires and Tubes

Our late purchases of new fresh stock comprising some of the most popular and well-known makes is offered at this sale and saves you

From 35% to 50%

This, on guaranteed factory seconds and firsts, should be an inducement to every owner of a car. It is worth investigation.

Here are only a few of the money savers:

FISK	Size 30x3	\$10.45
KENT	30x3 1/2, non-skid, 4500-mile guarantee	\$13.50
PERFECTION	30x3 1/2, non-skid, 8000-mile tire	\$20.25
CENTURY	30x3 1/2, factory 7500-mile guarantee	\$16.25
REPUBLIC	30x3 1/2, staggered tread, 4000-mile	\$15.85
AJAX	Size 32x3 1/2	\$16.50
GOODYEAR	32x3 1/2, all-weather	\$18.50
UNITED STATES	Size 32x3 1/2	\$18.50
DIAMOND	Size 32x4	\$16.50
J. & D.	Size 32x4	\$20.00
GOODYEAR	Size 33x4	\$25.80
FISK	Size 33x4	\$23.50
CENTURY	Size 34x4	\$23.75

Other sizes in proportion.

Silvertown Cards, All Sizes

Special
30x3 Red tubes \$2.05
30x3 Gray tubes \$1.75
We carry a full line of odd sizes, such as 34x3 1/2, 35x5, 36x4, 37x4 1/2, in tires and tubes.

Shipments made anywhere subject to examination.
Open Sundays 9 to 12.

STANDARD TIRE SALES CO.

MANDEL GOLDWATER, MGR.

2157 Broadway, cor. 21st St.
OAKLAND

Phone Lakeside 4712

TUBES

Order Your Hudson Now For Later Delivery

Buyers Know the Advantages of Anticipating Their Wants With This the Largest Selling Fine Car.

Constantly for four years Super-Six sales have exceeded those of any other fine car.

Buyers have had to wait a month or more during the selling seasons before they could get delivery. On some models, at this writing, we are far behind orders. Yet factory production was never as large.

Thousands are driving less desirable cars that were accepted because they could not get delivery of a Hudson. Many frankly express their regret that they had not ordered a Hudson early enough to assure delivery in time to meet their needs.

Can There Be Any Hesitancy In Your Preference?

Four years have given universal recognition to the Super-Six. The patented principle in its motor, ended destructive engine vibration and added 72% to the power without increased weight or size.

That motor was developed by Hudson and it is exclusively Hudson. In the present model are the refinements resulting from 60,000 cars in service.

And then there are its official records of the most trying tests. No other car ever so established itself.

Some, at first, may have doubted the value of such proofs as were made on the speedway and in trans-continental racing so far as they relate to the type of car that would meet ordinary service. But no one now questions the importance of those records.

The fastest mile for a stock chassis was not established as a mark for Hudson owners to aim at. Nor was the twenty-four hour record of 1819 miles set as something that should be attempted by every Super-Six.

Likewise, Hudson racing cars did their part to prove the very qualities most desirable in an automobile used for individual transportation. The one most essential quality in an automobile is its reliability. No one ever questions Hudson's right to first place in that particular.

So, Too, Is Its Style Equally Distinct

The boulevards of the great cities show what is most wanted in body lines and general equipment. Can you find more beautiful cars anywhere than are the Hudsons? They set the vogue. Hudsons forecast the trend of motor car design. As a result a one or two year old Hudson has the same general lines as the current models of most other makes.

There can be no disappointment over the beauty of the Super-Six, regardless of the model you select.

The Wisdom of Baying Now

With these evidences is there any good reason why you should not now place your order for a Hudson?

You know the car you will get. It merits your implicit confidence. Think of the thousands who this year have had to forego the pleasure of owning a Hudson, just because they put off ordering. Vacations planned to be taken in touring in a Super-Six had to be changed.

All the world is crying for automobiles. The demand can not soon be filled.

Hudson, as the largest selling fine car, must as a matter of right continue the first choice. Only those who place their orders in advance of their needs can be sure of getting the car they want.

H. O. HARRISON CO.

2800 Broadway, Oakland
2352 Shattuck Ave., Berkeley

Lakeside 2790
Berkeley 2798

SERVICE SHOP BUILDING GETS LAST TOUCHES

After a delay of several weeks in completing the new building to be occupied by the Smith United Service Company, work now is practically completed and the new electrical organization which has been started by R. C. Smith gets into action this week.

The firm has been given the service license in the Eastbay territory for Delco starting and ignition systems, Remy magnets, Klaxon horns and Exide batteries. The first three products are controlled by the United Motors Service Company and the privilege to handle the line was accorded to Smith after very keen competition.

An organization is in the making, which, when completed, will give the new concern one of the best selling forces of its kind around the bay cities. Sales and service on the Delco, Klaxon and Remy lines will not be confined to the immediate cities about Oakland, but will extend north to the Oregon line, east to Reno and as far south as Fresno. Two road men go out this week to cover the northern part of California. Outside of Alameda county the present plan is to sell only to dealers.

Sales of the Exide line will be carried on in the counties.

Featuring somewhat after the General Motors Company profit-sharing system, R. C. Smith, head of the company, announces a plan whereby all of the employees in his organization will participate in the profits of the business. Bonuses thus made can then be converted, if the employee desires, into the purchase of company stock. This scheme is working successfully with the large corporations who have given it a trial and the announcement that it is to be followed by the Smith United Service Company is one of the first instances where a smaller concern has adopted the idea.

W. Shaw, at one time assistant service manager of the Remy Electric Company in Anderson, Ind., later attached to the Petrosrad of the Remy operated and more recently for a limited period, a special representative of the Willard Storage Battery Company in San Francisco, will be the service superintendent. The firm will be a foreman for the electrical repair and the battery departments.

The equipment which has been installed in the building and the facilities for comfort of patrons is quite complete. A standard Delco testing apparatus costing \$1200 will be in operation.

Storage space for 34 cars is available in the service room. On the first floor facing Webster street there will be a showroom. On the mezzanine floor the general offices and a restroom for ladies.

Use Old File to

Cut Glassy Surface
Occasionally it becomes necessary for the man who operates his own car to file a piece of cast iron that has been subjected to friction and has acquired a glassy surface or "skin." The best way to get through this skin is to use the edges of the old file, as using a good file on such surfaces will spoil it.

Why Pay More—It's So Comfy

NEWMAN AUTO-COMFORT BED
Makes Driving Real Pleasure.
A PULLEY BERTH \$12.75
Folded Free

MORE ENJOYMENT—NO HOTEL BILLS
Any 5 or 7-pass. car. Cushion seat cushions, small, light package. NEWMAN AUTO-COMFORT BED. Price, \$12.75. First 50, \$12.00. Phone 5209-W.

THE FIRST SIGN OF WELCOME WHICH MET THE MOTOR CONVOY ON THE BOULEVARD WAS THE BIG BANNER, "THE END OF THE TRAIL," which was put up by the Alameda County Automobile Trade Association. The photo below shows the 12-cylinder National touring car, official escort car for the convoy into Oakland in which trade association officers rode. In the car (left to right), are: MRS. E. E. FETTER, GEORGE B. KEEFE, MRS. "BOB" MARTLAND, BOB MARTLAND, JAMES GRAY, E. E. FETTER (parade marshal) and MISS ELSIE HEBRANK, daughter of Charlie Hebrank.



Auto Trade Ass'n in the Limelight Aid in Success of Entertainment

Upholding its reputation for efficiency and public spiritedness, the Alameda County Automobile Trades Association contributed its share to the success of Oakland's welcome to both land and sea fleets which arrived here last week.

It was the job of the Alameda County Automobile Trades Association to provide the fifteen cars which were used by Secretary of the Navy Daniels and Admiral Rodman and their staffs during their stay in the cities of the Eastbay. How well the job was done may be understood from the statement made by Joseph P. Caine, managing director of the Chamber of Commerce, to Ernest E. Fetter:

"Of all the people we asked to help us in various ways," said Caine, "no one showed as much dispatch and promptness as did the Alameda County Automobile Trades Association."

It is an interesting sidelight that Caine and Fetter both are former servicemen, with splendid records to their credit. Caine was a captain in the regular army and Fetter still holds the world's record for the deepest submarine dive while an officer in the United States service. Both are equal admirers of precision. The car which led the civilian participants in the motor fleet's parade at the end of its epochal journey was a 12-cylinder, seven-passenger National touring car provided by the Hebrank-Hunter Company. Miss Elsie Hebrank was at the wheel and Ernest E. Fetter, president of the association, was a passenger. Fetter also acted as grand marshal of the parade at the request of the Civic Welcome Committee.

Two Capt. Murphys Are Brothers One's in Army, Other in Baseball

Captain J. H. Murphy, who is in charge of recruiting for the Motor Transport Corps, accompanying the convoy on its coast-to-coast trip, needs little introduction here, because his brother, "Red" Murphy, captain of the Oakland baseball

team, is one of the popular men of the city.

Captain Murphy of the army has explained the benefits of the motor transport branch of the service to prospective recruits from Washington to San Francisco, and is one of the best liked officers with the convoy. He had planned to make his visit on his brother's surprise, but a Sacramento newspaper man "spilled the beans."

"Damn these newspaper men, can't they let a fellow alone. I wanted to surprise Red, but now I guess the cat is out of the bag."

That was how Captain Murphy expressed his displeasure when he saw the account of his relationship to

MEN OF CONVOY GLAD END OF TRAIL REACHED

"Boy howdy! How's things on the Pacific Coast?"

Thus the men of the U. S. Army Motor Convoy greeted their suffering brothers who bent them to the San Francisco Bay District by five days.

The arrival of the Motor Convoy marks the end of a trail as long as the continent is wide, and is the close of a grueling test of human stamina and endurance. Traveling under all sorts of conditions, in all kinds of weather, and over all kinds of roads, the three miles of motor trucks battled their way westward, completing their tour across the continent in exactly sixty days.

The program for the officers and men for the past two months has been to arise at 4:45 a. m. oil and inspect motors, and then with the first streaks of dawn start on the day's run which in many cases was not completed until 8 or 9 o'clock at night. Often, in order to make up schedule, they were obliged to travel Sundays.

It is the opinion of medical officers attached to the convoy that without doubt the relentless pushing on day after day subjected the men to a strain under which the average person unaccustomed to the rigorous life of the army would collapse.

In spite of the tiresome grind the men thoroughly enjoyed the experience. The convoy was royally entertained in every city and hamlet along the three-thousand mile route from Washington, D. C. They were accompanied a great part of the way by various reception committees and Red Cross canteens were at their disposal in cities which they passed through. In addition to this the D. F. Goodrich Rubber Company supplied both commissioned and enlisted personnel with candy and cigarettes, and also took motion pictures of the convoy which were exhibited in a theater in the town where the convoy rested for the night. Thus the men had the unique experience of seeing incidents of the trip on a motion picture screen.

The most valuable service rendered the convoy, however, was the touring maps with which convoy officials were supplied by the Goodrich National Touring Bureau prior to the caravan's leaving Washington, D. C. It is the opinion of Motor Transport officials that the use of the maps obviated a great many days of trail finding and consequent delay in schedule.

We can take care of your wire wheels.

Authorized Sales and Service Station of Wire Wheel Corp. of America

M. H. WEID
2604 Telegraph Avenue
Phone Oakland 2590

To the Motoring Public

we wish to announce the

CHANGE OF OWNERSHIP

of the

REPUBLIC GARAGE

to the

HALL MOTOR CAR CO.

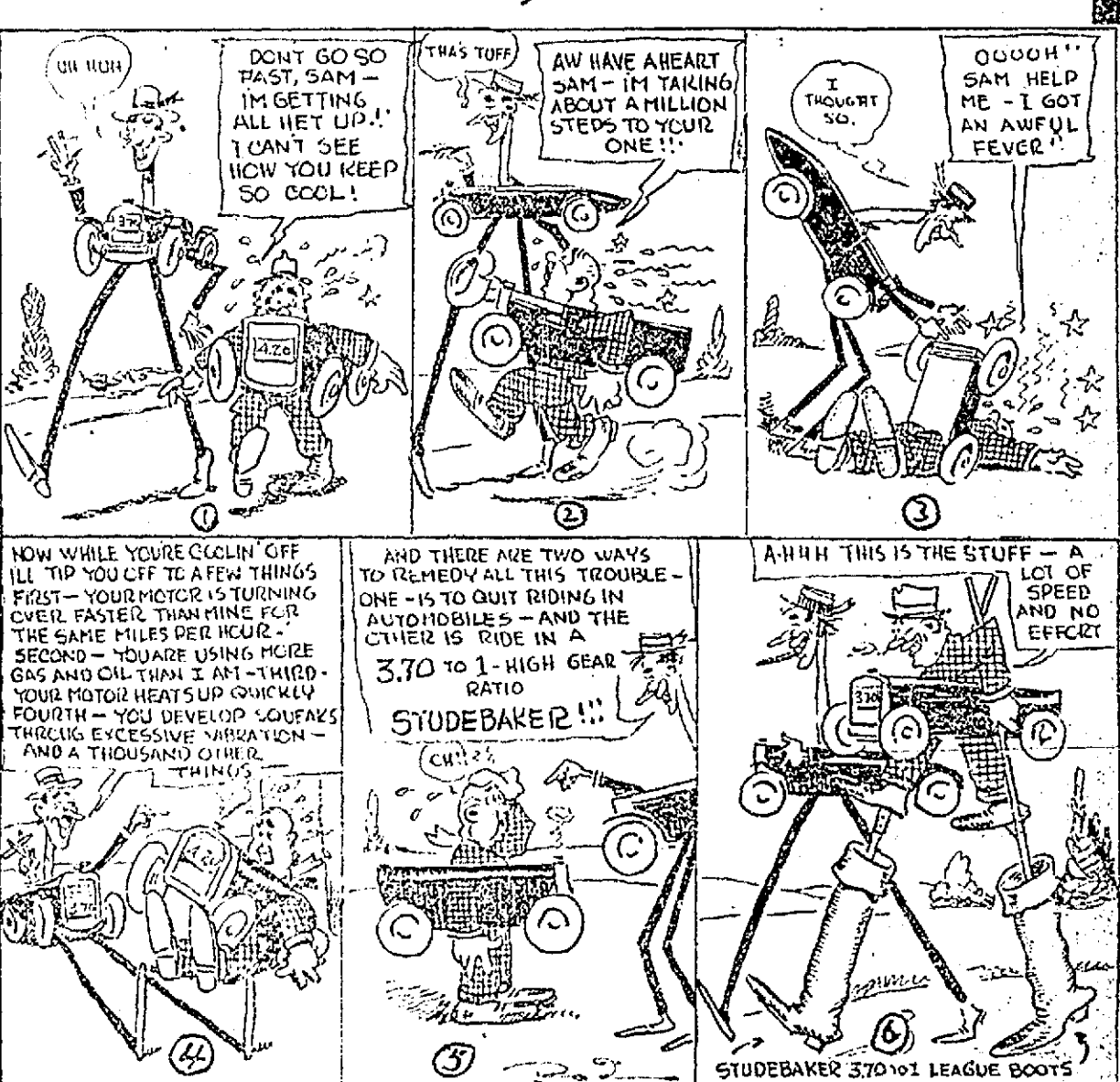
R. E. HALL, manager, formerly member of the H. O. Harrison Company

Our aim is to give prompt, courteous attention and the best of service.

HALL MOTOR CAR CO.

24th and Telegraph Avenue, Oakland

"Studebaker Sam" and "Nondescript Ned" Take a Walk; a Lesson's Learned!



It's Funny, Isn't It? But there's many a true word spoken in jest---think it over!

The new Studebaker Big Six is a big, luxurious motor car of distinctive design. Ample room for four passengers, yet it weighs but 3125 pounds.

Cord tires; shock absorbers; gypsy top with beveled plate glass windows; genuine hand-buffed leather upholstery; Circassian walnut-finished instrument board with silver-faced magnetic speedometer, ammeter and jeweled eight-day clock; glove box in the back of front seat and extension to rear light.

The only car at its price equipped with Cord Tires

\$2460 f. o. b. Oakland

Weaver-Wells Co.

3321 Broadway, Oakland

Lakeside 250

IT'S SINKING IN!

That's why 5000 Oldsmobile Trucks have been bought in the past five months--it's a world's record!

Oldsmobile Truck

ECONOMY

"There's a Reason"

ECONOMY in name and fact—in first cost and in operating expense—that's one Reason!

SPEED, POWER, DEPENDABILITY—and a 22 years' reputation behind it—that's another Reason!

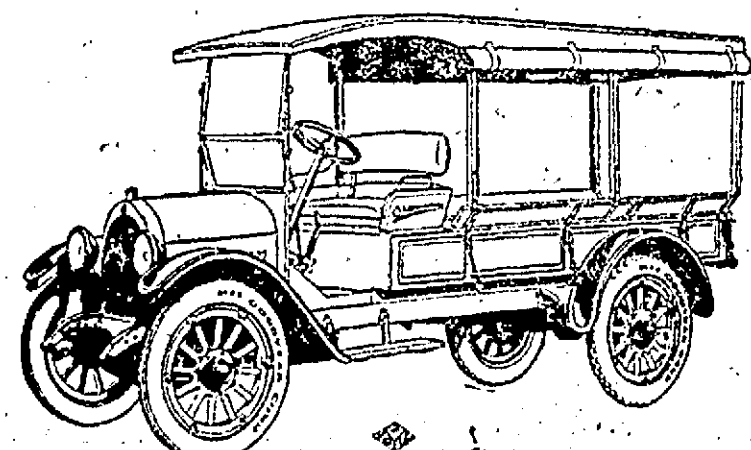
POWERFUL valve-in-head motor; internal gear drive; deep channel section frame; complete electrical equipment; 35x5 cord tires all round—and another Reason—the price!

MARKHAM & PURSER

2853 Broadway

Phone:

Lakeside 5472



The chassis, \$1250; with steel cab and sills, \$1295; with express body, complete, \$1350, f. o. b. factory.

Our fully equipped tire repair shop is available to all motorists.

Our skilled repair men are ready to render complete tire service at all times.

Frequent inspection of your tires and the repair of minor hurts will reduce tire expense.

We carry a complete line of Republic Grande Cord Tires and Tubes and ask you to test these cords in comparison with other tires.

You will prove for yourself that Republic Tires do last longer.

S. A. CORGIAT
29th and Broadway
Oakland

REPUBLIC TIRES

DRIVER AHEAD MAY BE CRAZY; YOU CAN'T TELL

It's all right to "step on her" and show your heels to the car behind you and can see what you are doing—but it is the height of foolishness to try to make fast time when you are driving along a crooked road, with many turns, or in the city streets where traffic is heavy. The best rule in the world in regard to automobile driving is the old proverb, "Make haste slowly."

It is a whole lot better to get there all in one piece than to arrive "there" with a fender loose or a headlight off, or something else. When you drive, hammer the idea into your head that you must handle your car just as if every other man was a fool. If you do this you can be sure that you will not have any trouble. It always happens that if you depend on the other man to do something, he will be sure to do something else. For instance, if you are driving along the road and the man ahead decides to turn to the left just as you decide to pass him, without letting you know about it, then you will gather the idea of driving as if every one else was crazy or something. Rules of the road are all right, but California motorists forget them about half the time, and they do it just as you come along.

MAKE HASTE SLOWLY.

"Your car and you will last a great deal longer if you make haste slowly," says Lou H. Rose, Chalmers distributor. "Speed is all right when you can afford to speed. The state law allowing 25 miles an hour is fast enough. If you are making a long drive you will find that a steady pace of thirty or thirty-five miles an hour will get you there in better time than if you go to forty-five for a few miles and then drop back. Steady progress is best. Many a time I have been passed by some one going forty miles an hour, only to pass him a few miles further on. The man who was speeding, stopped to change a tire or fix something or other."

"Safe driving is the habit most persons have, others have to be forced into their systems by stiff fines or a collision."

DON'T RUSH PAST CAR.

"Another thing—don't flash past a standing street car. It takes only a moment or two to slow up and pass the car slowly. You can never tell when some passenger is going to step off in your path."

"Of course you can't tell what the other fellow will do, but you can drive so that you can get out of his way and give him room enough to do his own sweet way."

It is better to be safe than sorry—be good drivers. Try it. You will find that your cars last longer and that tires cost less, because you wear them out less."

HERE'S HOW TO GET HUM FROM REPAIRED AXLE

If the rear axle of a car comes off for repairs, then it is generally necessary to readjust the axle before replacement. This can be done very easily if the following method is used. Place the axle on two wooden blocks which are secured to the floor and clamp the axle to the blocks by pieces of strap iron or any other convenient fastener. Then secure the forward end of the shaft a pulley which can be supported by a bracket. From one of the idle pulleys on the line shaft overhead a belt can be run to this lower pulley. The axle now can be adjusted to a running fit, and the hum can be eliminated entirely.

Don't discharge firearms on any public highway.

TIDE BARGAINS TIMES

STANDARD MAKES

These tires are all new, fresh goods, and NOT retreaded or so-called rebuilt tires.

Goods shipped C. O. D. Express or Parcel Post.

Money Refunded on Goods Returned to Us Intact Within Ten Days.

	Plain Tread	First Tread	Non-Skid Tread
28x3	\$	\$10.75	\$2.05
30x3	9.20	10.95	2.05
30x3½	11.50	13.50	2.50
32x3½	12.85	15.85	2.70
31x4	16.30	20.65	3.15
32x4	16.60	21.15	3.25
33x4	17.30	22.00	3.35
34x4	17.80	22.50	3.45
34x4½	24.00	30.35	4.20
35x4½	25.00	31.65	4.30
36x4½	25.45	32.20	4.45
35x5	28.70	36.15	5.25
37x5	30.25	38.30	5.40

All other sizes in stock. Write for them or call and see them.

Prices subject to change without notice.

Automobile Tire Co.

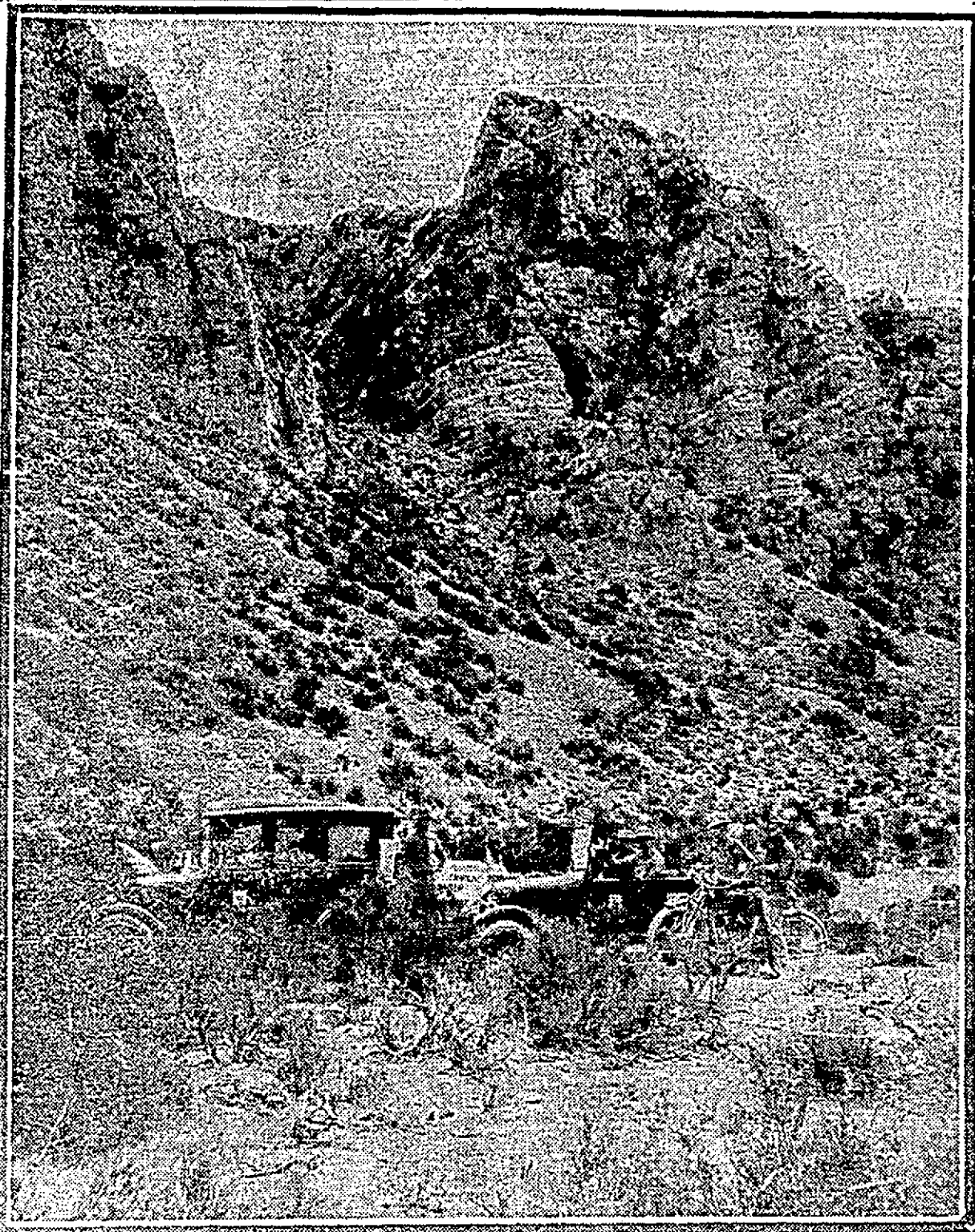
1776 Broadway
OAKLAND, CAL.

Phone Oakland 8219.

H. A. Demarest, Coast Manager,
623 Van Ness Avenue, San Francisco
Bliss and Olive Sts., Los Angeles
Second and B Sts., San Diego
Hotel Francis Building, Fresno
The Oldest and Largest Tire Wholesaler
in the United States and the Largest
in the World.

Open Sunday Mornings

TWO OF THE NEW WILLYS-OVERLAND MYSTERY MODELS, AT DEVIL'S GATE, NEV., waiting for the main convoy of Army trucks. One other new Overland and a Willys-Knight car accompanied the caravan and made fine records for themselves in the tour from coast to coast.



Loose Carburetor Menace to Machine

In fitting a new carburetor be sure that there is no looseness to cause vibration, because if there is a broken flange will be the inevitable result. If vibration is present a small iron bracket should be installed from a nut on the engine frame to the instrument to steady it, also taking the strain off the intake pipe.

Don't exceed speed limits.

Here's Simple Plan Worth Remembering

It is often difficult to start by hand the small screws such as are used in the magneto, speedometer, etc. An easy way around this difficulty is to hold the screws between the levers of a pair of callipers, a drawing compass or even in the slot of an ordinary steel pen. The screw is then driven home by the small screwdriver. The same method may be used in replacing small nuts located inaccessibly.

Retarded Spark is Cause of Over-Heating

The car owner should keep in mind that one of the most prolific causes of engine overheating is driving on a retarded spark. The cause is obvious, the explosion taking place when a maximum of the cylinder wall is uncovered instead of the maximum, as is the case when the ignition takes place at upper dead center, the piston being at the top of its stroke.

CONVOY TRUCK CARRIES BAND ACROSS U. S.

When the transcontinental truck convoy, which the army sent from Washington to San Francisco, arrived at the end of the Lincoln highway in Oakland a very fair representation of the Lincoln Highway was found among the scores of cars and trucks which made the long train.

Three of the army trucks were Packards of the one-ton type, and all of them carried overloads. One big Packard sent out by the Goodyear Rubber Company to transport the company's band, was the same truck which had made a previous transcontinental round trip from Boston to San Francisco several months ago.

The same crew drove the three-ton transport and two of the same Goodyear giant cord tires were still on the car with which it was equipped when it left California on its first journey.

The truck has been doing express service in the meantime between the Goodyear factory at Akron and the Boston branch store.

With its pneumatic tire equipment the band wagon was able to make better time than the other trucks in the convoy and the band usually arrived at the noon and night stops hours ahead of the convoy. While waiting they entertained the public with musical selections.

The Firestone Company also had a Packard truck in the convoy which has seen much service with the tire company during its four years of operation. It was a four-ton and made the long trip successfully despite its age of service.

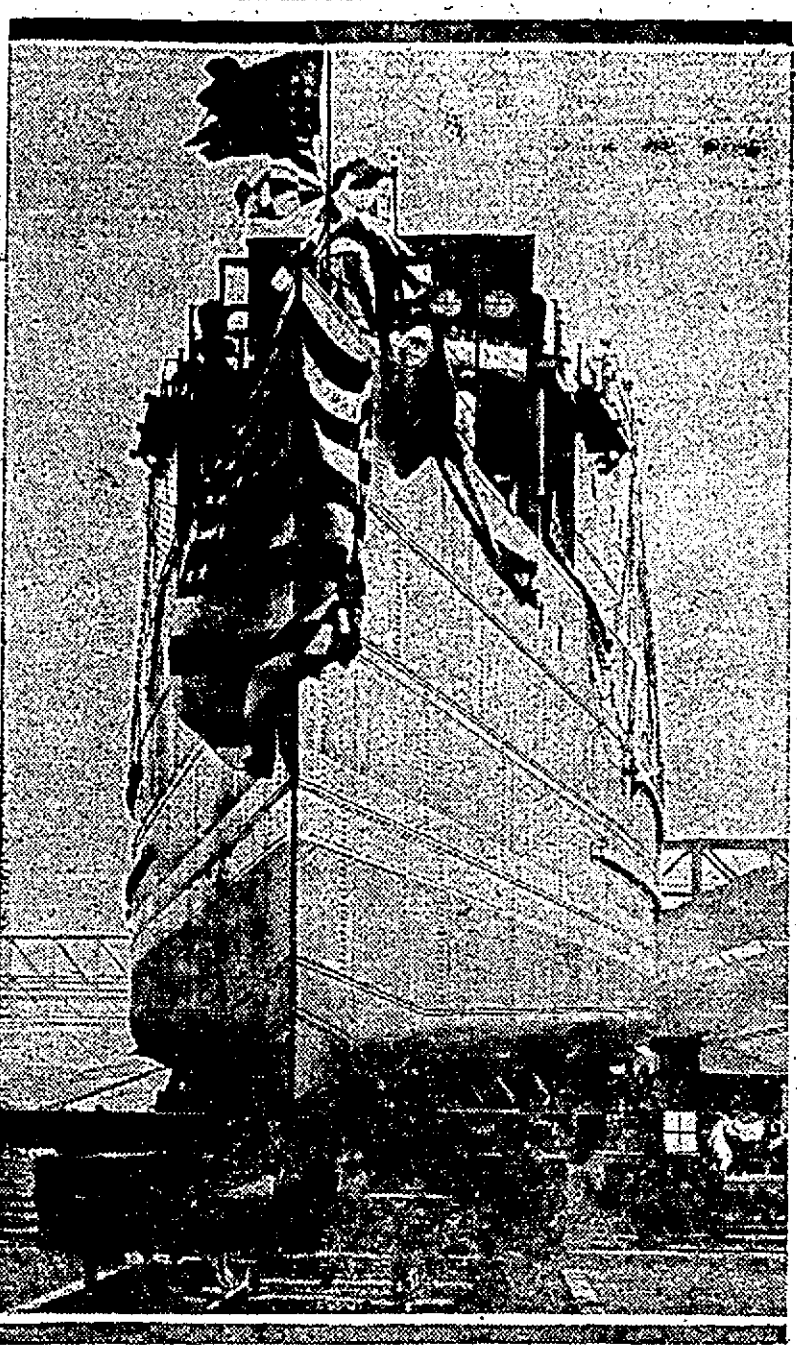
The twin six pilot car of H. C. Osterman of the Lincoln Highway Association led the long caravan and its white and blue body flashed over the roads miles ahead each day, scouting for road troubles or necessary changes in routing to make the run of the convoy successful. Another twin six carried members of the press and was operated by two Packard factory men who accompanied the train from start to finish.

A member of Earle C. Anthony, Inc., the California distributors of the Packard lines, met the convoy at Meyers soon after they had crossed the state line and proffered the services of the organization, but could do nothing but arrange for hotel accommodations for some of the officers and the Packard men and order one hub cap which had been knocked off when a twin six ran too close to one of the big transports.

Leather Belt Slip Easy to Correct

When the leather fan belt develops a considerable slip it is probably because the rough side of the leather is against the pulley surface. The smooth side of the leather has a much greater traction adherence.

FORD "EAGLE" BOAT NO. 60, THE LAST TO BE BUILT by the Ford Motor Company, launched Aug. 16. The plant in which these ships were constructed is now being converted to a Ford body plant.



Alabama Will Vote On Good Road Bonds

The Alabama Legislature at its next session will submit to the electorate of the State the question of issuing \$25,000,000 bonds for the improvement of existing roads and the construction of new model highways in various parts of the State.

Instead of leaving the road problem up to the various counties, as has been done with extremely unsatisfactory results, the State will vote on the bonds, and the work resulting will be distributed in all parts of Alabama.

Don't leave car standing within 15 feet of fire hydrant.

Long Run Proves Auto Dependability

A performance that emphasizes the element of dependability that has been built into the modern automobile, is the one that has just been completed at Duluth, Minn., by J. T. Pencha, of the Interstate Automobile Co., in driving a Franklin roadster 729 miles in 23½ hours, maintaining an average speed of 31 miles an hour for the entire distance. During the run 42 gallons of gasoline were used, an average of more than 17 miles per gallon. The car was equipped with Goodyear cord tires, which completed the trip without any attention whatever.

Don't hog the road.

SIXTIETH SHIP LAUNCHED AT FORD YARDS

Ford "Eagle" boat number 60—the last one to be built by the Ford Motor company under the stipulations of its war-time contract with the navy department—was launched at the River Rouge (Detroit) yard August 16, at 3:30 p. m., and the long assembling building which is a third of a mile long and housed twenty-one of the submarine chasers at a time is already being transferred into a body-building plant with a proposed output of 500 bodies daily.

Ford officials, workers, sailors and many invited guests witnessed the launching. Number 60 was dressed with flags and bunting and as it floated free from the railroad tracks which had carried it onto the elevator-like launching table, the factory whistle took part in the ceremony by blowing sixty blasts—one for each boat launched at the Ford yard.

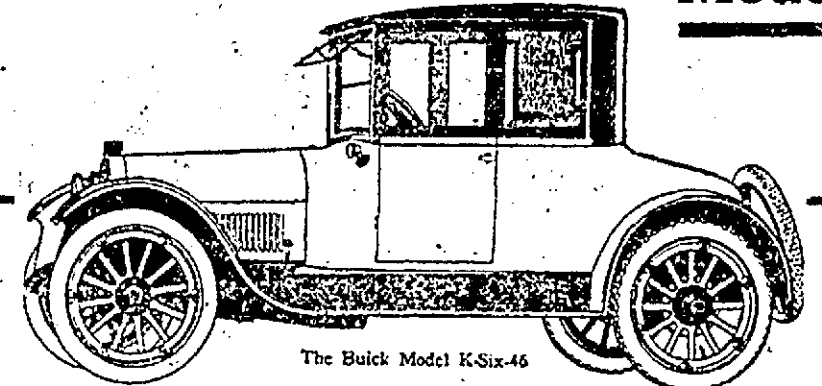
Twenty-five "Eagles" have already been commissioned by the navy, and it is expected that the remaining boats will be entirely completed by November 1. One thing which greatly prolonged the work was the changes made in the outfitting of the boats shortly after the armistice was signed. As rapidly as the "Eagles" are commissioned, they are joining different squadrons of the United States fleet. Six of the Ford boats are going to the Philippines to replace six old destroyers and gunboats; another squadron will join the international patrol off the coast of China; "Eagles" 1, 2 and 3 are now doing patrol duty adjacent to Archangel, Russia, and it is quite probable that a small fleet will be sent to Italy.

The "Eagles" were designed particularly to carry the submarine detecting devices or "listeners," depth bomb protectors and three-inch guns with which to combat the U-boat once it had been located by the "listener." They are practically noiseless in operation, light, speedy and so constructed that a quick getaway is possible—it being necessary to often stop to "listen" while chasing down a detected sub. Had the submarine destroyers been called into actual service—which only the signing of the armistice prevented—they would have "operated" in flotillas of three.

Commander Nicholas, stationed at the Rouge yard, said he knew of no statement or report issued by the navy department relative to the naming of the "Eagles," but that they have performed remarkably well on their trial trips, and all tests given them just before leaving the Ford yard. And that had they been called into actual service, they would have proven a very formidable enemy to the submarine.

1920

Model K-46



The Buick Model K-Six-46

Buick Touring Coupe

THE BUICK Model K-Six-46 is a true Coupe model, with permanent sides and roof, an exceptionally wide body, and its graceful contour eliminates all open spaces between the body and fenders. From the outside, the appearance of the car is low, rakish and well-balanced but there has been no sacrifice of interior head room. The rear fenders are new in design, with touring car running boards. Top, window casings and sashes, are fully metal covered eliminating the possibility of checks and open joints.

The deeply upholstered interior is finished in a new and improved fabric, without bindings. Back of the driver's seat is a carrying space, with another in the rear deck. Electric side lamps are mounted on the cowl and a dome illuminates the interior. The double-latch doors may be locked from the outside.

Buick

When Better Automobiles Are Built BUICK Will Build Them

HOWARD AUTO CO.

3300 BROADWAY, OAKLAND

Cole Aero-EIGHT

Coming as the herald of an advanced vogue in motor car design, the Cole Aero-EIGHT strikes a chord of broad appeal. Individuality is its dominant note. Originality finds expression in its classic contour and in every detail of its mechanical construction.

Prices Guaranteed Against Reduction During 1919

California Motor Sales Co.

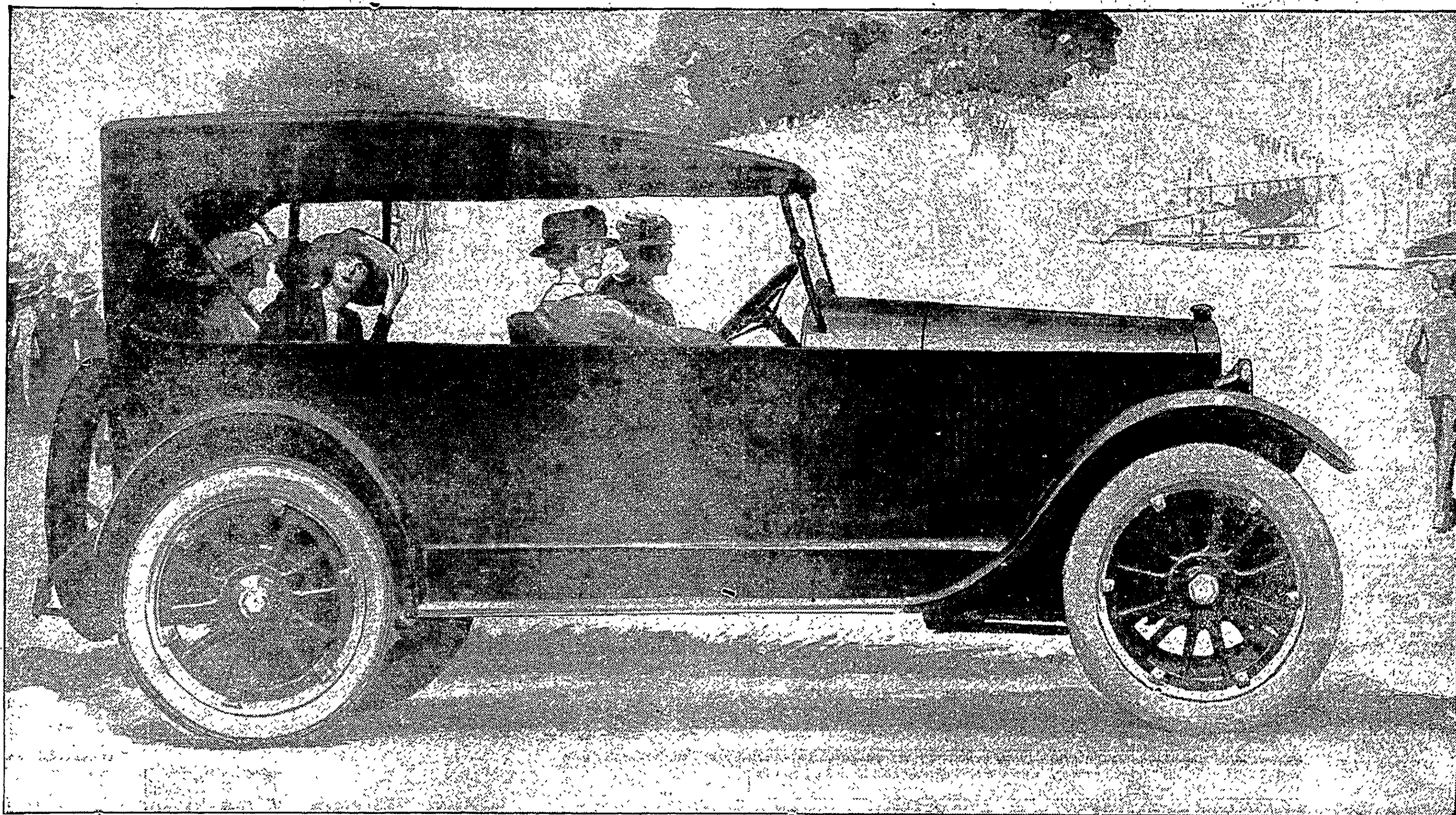
L. D. ALLEN

Phone Oakland 3 3034 Broadway
San Francisco—1420 Van Ness Avenue
SAN FRANCISCO OAKLAND SACRAMENTO FRESNO

There's a Touch of Tomorrow in All Cole Does Today

Announcing the CLEVELAND SIX \$1385

F. O. B. FACTORY



THE new Cleveland Six is here, the car that automobile dealers have been waiting for and talking about for two years past. It is the 1919 achievement of motordom, bringing new qualities, new ideas, new excellence into the light-car field, and at a price which will please countless thousands who care for the better things of life.

You will admire and wonder at this new car, for the industry has offered no other like it. You will be delighted with its grace and style. You will marvel at its power and speed and quietness and comfort. Truly here is the car that will dominate the whole light-car field.

Skill and Sincerity are Built into This Car

The Cleveland Six is the product of men splendidly experienced in the design and making of fine cars, men who have contributed their genius and skill and sincerity to the building up of one of America's finest high-quality cars. So the Cleveland is an expression of the best ideals for service to the world, dependable service of transportation and recreation. It is a really unusual car. It brings genuine motoring satisfaction within reach of thousands who have wanted such a car. It brings new motor-car quality at a low price.

Test Cars on the Road Three Years

The Cleveland is a finished product. There is no suggestion of the experimental about it. It is new to the public, but to the men who conceived it and developed it the Cleveland is a perfected car.

Cleveland Sixes have been on the road for three years, undergoing every conceivable test for performance and endurance. Two years ago the car was ready for production. But the war was coming, and the Cleveland waited.

Today, in a splendid new plant, the very last word in modern equipment and method, this car is built for you. Managing this great plant, directing all its various departments and guarding every operation, is a group of men whose sincerity of purpose is a guarantee of excellence in their car.

Powerful, Sturdy and Simple

Mechanically, the Cleveland Six is of extraordinary sturdiness and simplicity throughout. It is distinctive. It has refinement of construction not commonly found in low-priced cars.

The wheel-base is more than ample to permit of the most pleasing body designs and to provide seating capacity for five adult persons in the very extreme of comfort, with proper pitch of cushions and lots of leg-room.

Power? There is power to spare in the Cleveland Six. Power that takes the loaded car flying over the hills, and at any speed that anyone would wish over the country road and open highway. Power so flexible, so responsive to the slightest touch of the throttle, that those of us who have driven many cars know there are few motors indeed that compare with it at all.

And this motor is in no other car. It is the exclusive Cleveland Six motor, designed by engineers of the Cleveland Company and built under their supervision in the Cleveland factory.

Your Own Choice of Four Beautiful Bodies

The Cleveland Six will please you. The body designs and furnishings of the handsome touring car, the snappy single-seat roadster, and the two splendid closed car models, are worthy of the mechanical excellence of the car. In some one of these four models you will find YOUR car.

CONDENSED SPECIFICATIONS

MOTOR—Six Cylinder valve in head type; bore 3 inches, stroke 4½ inches; six cylinders cast on bloc separate from crank case; detachable cylinder head; valve mechanism completely enclosed; three-bearing crankshaft of large diameter. Cam shaft and accessories driven by adjustable silent chain. Lubrication by gear pump positively driven by spiral gear from cam shaft.

CARBURETOR—Stromberg—vacuum system—16 gal. tank at rear.

IGNITION—Distributor and high tension coil, or Bosch magneto, \$45 extra.

STARTING AND LIGHTING—Gray and Davis two unit system.

COOLING—By centrifugal pump, cellular radiator and adjustable self oiling fan.

TRANSMISSION—Unit Power Plant construction with center control. Three speeds and reverse. Nickel steel gears and shafts. Main shaft mounted on annular ball bearings.

CLUTCH—Disc type. **PROPELLER SHAFT**—Fitted with double universal joints.

REAR AXLE—Floating type. Pressed steel housing; spiral bevel gears; Timken bearings throughout. Chrome nickel steel drive shafts.

FRONT AXLE—Drop forged I beam. Chrome nickel steel spindles and steering arms. Timken bearings in wheels.

BRAKES—Ample in size and efficiency.

SPRINGS—Semi-elliptic front and rear, bronze brushed eyes. Rear underslung.

SLIDING GEAR—Worm and sector type, irreversible, fitted with 18 inch walnut wheel. **WHEELS**—Wood. **ACTUARY TYPE**. Wire wheels (set of 5) \$105 extra.

RIMS—Firestone, straight side, demountable. **TUBES**—32x4. Non-skid rear.

WHEEL BASE—112 inches. **TOP**—One man type, fitted with door opening curtains and beveled glass rear window.

FINISH—Body—Cleveland blue, upholstered in hand buffed, bright finished, long grain leather. Hood, fenders and running board shields, black enamel. Wheels and chassis black.

MODELS AND PRICES—Touring car (five passengers) \$1385, Roadster (three passengers) \$1385, Sedan (five passengers), Coupe (four passengers).

E. L. PEACOCK AUTO CO.

3020 Broadway, Oakland

PHONE LAKESIDE 5100

Cleveland Automobile Company

Cleveland, Ohio

CLEVELAND

POLICE OPEN WAR AGAINST SPEED MANIACS

In line with the "safety first" program which the traffic bureau of the Oakland police department is now vigorously waging to lower the high ratio of accident losses, Sergeant J. T. Fahey, in charge of the traffic squad, urges every motorist in this city to familiarize himself with the provisions of the state motor vehicle act and be prepared to comply with the new law in its entirety by September 22.

"We have just started a campaign against speeders, drivers without lights, drivers who cut corners too quickly and other dangerous offenders, which will not stop until Oakland ranks with the safest cities in the world," said Sergeant Fahey. "The drive is particularly directed against speeders and it will go hard with offenders who appear in police court too often."

Chief of Police Lynch has given the traffic squad instructions to stop the big number of accidents, in which death by carelessness is by no means uncommon.

RATIO OF ACCIDENTS.
The ratio of serious accidents in Oakland and serious injuries therefrom is high. It will be lowered considerably before Oakland's campaign against the motor violators is over.

The reception of members of the Pacific fleet and the thousands of visitors who will come to this city from outlying points is partly responsible for the new safety first campaign, inaugurated by Chief Lynch. The chief of police has instructed his men to make Oakland safe for her expected guests.

And judging by the sternness with which the speeders and other offenders are being met, Oakland soon will be as safe as the safest city to walk or ride in.

One hundred speeders were arrested in August by a special detail of officers who have been stationed at favorite speeding places in the city. The offenders were fined sums from \$5 upwards. The chief of police has been made by Chief Lynch with the police magistrates to co-operate in the campaign and to prosecute all cases.

Riding without lights is another offense which brought twenty offenders into court. And thirty-eight arrests were recorded on the police blotter for cars parked in prohibited places inside the parking signs. Parking beside hydrants has also landed many in court this month.

Just as a reminder to the car owner who might have forgot the limit within the business district of Oakland is fifteen miles, while in the residential section twenty miles is allowed in the daytime. On the unobstructed highway, Mr. Motorist, you may whizz along at thirty-five per cent. Ten miles is the limit for turning corners within the city.

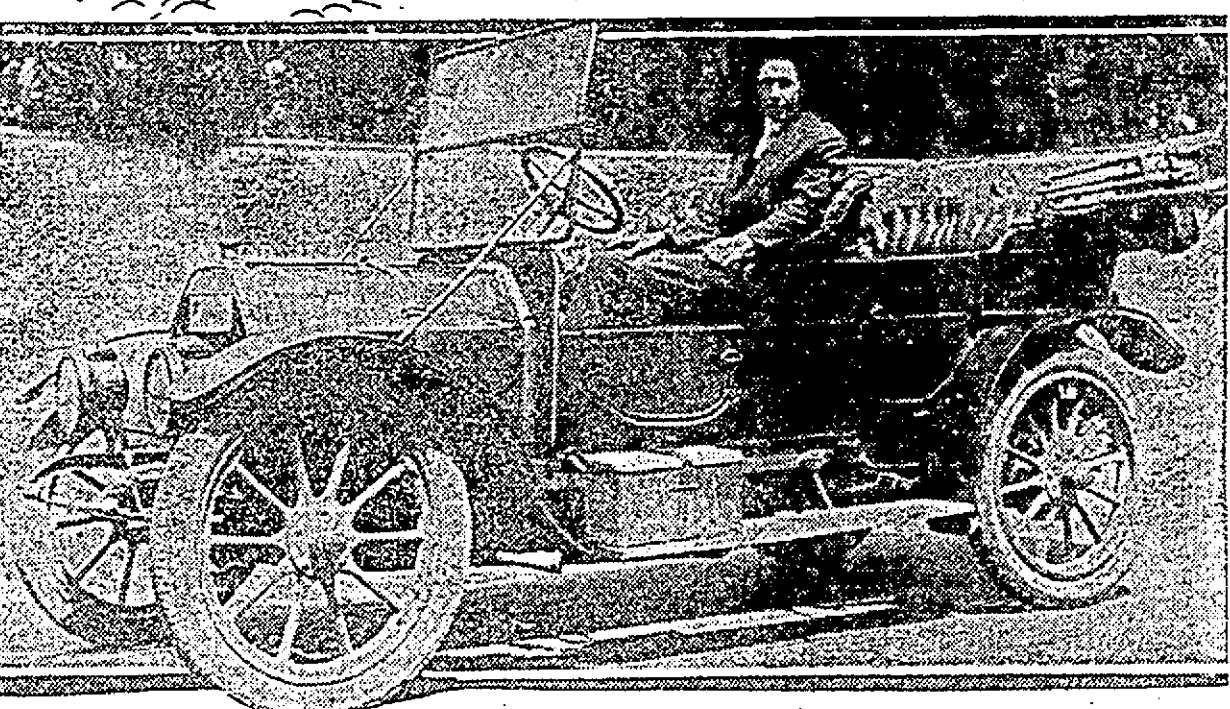
LAIDS NEW MOTOR LAW.
The amended state motor vehicle act is ideal in many respects, in the opinion of Oakland traffic chief. One of its most consoling features is treatment assured that dangerous motor speeds who careen recklessly along the road, endangering the lives of everyone within a radius of ten miles. He is the drunken driver. Driving an automobile while intoxicated is a felony, commencing September 22.

The present cry for more speed is answered by raising the limit from thirty to thirty-five miles.

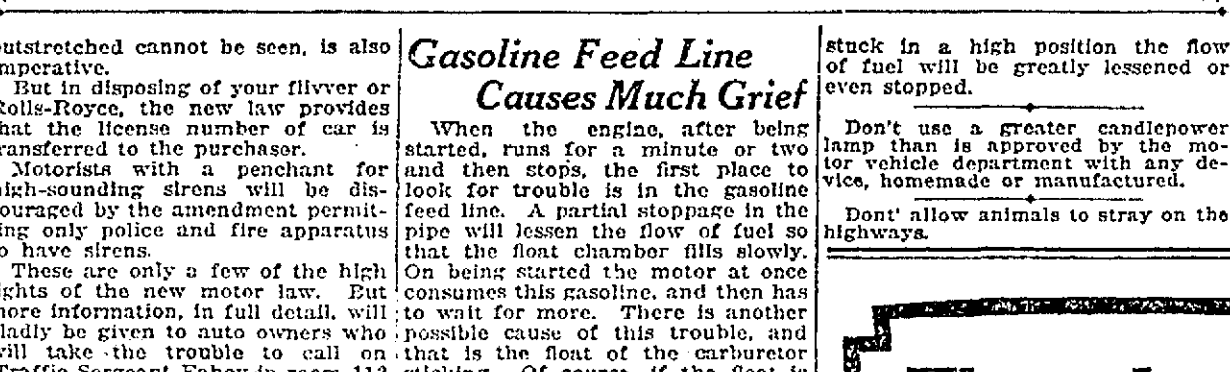
TEST YOUR LENSES.
Be sure to test your light lenses before September 22. If in doubt, see Sergeant Fahey at Central station and he will explain the different requirements. The law makes several new changes in lenses and provides for strict enforcement.

Under the amended state act, a "signal device" to take the place of the human arm when the car is enclosed or in case the arm when

OAKLAND POLICE ARE ON THE WARPATH FOR SPEED VIOLATORS. CARTOONIST
Red urges drivers to be on the lookout for cops driving flivvers, the windshields of which look like this Chinese puzzle. All these numbers have a meaning, as the judge will later show.



THEY BUILT MOTOR CARS PRETTY GOOD EVEN THIRTEEN YEARS AGO. HERE IS
An Oldsmobile which is "still going strong," despite a total of more than 200,000 miles to its credit.



outstretched cannot be seen, is also imperative.

But in disposing of your flivver or Rolls-Royce, the new law provides that the license number of car is transferred to the purchaser.

Motorists with a penchant for high-sounding sirens will be discouraged by the amendment permitting only police and fire apparatus to have sirens.

These are only a few of the highlights of the new motor law. But more information, in full detail, will gladly be given to auto owners who will take the trouble to call on Traffic Sergeant Fahey in room 112.

Of course, if the float is stuck in a high position the flow of fuel will be greatly lessened or even stopped.

Don't use a greater candlepower lamp than is approved by the motor vehicle department with any device, homemade or manufactured.

Don't allow animals to stray on the highways.

Gasoline Feed Line Causes Much Grief
When the engine, after being started, runs for a minute or two and then stops, the first place to look for trouble is in the gasoline feed line. A partial stoppage in the pipe will lessen the flow of fuel so that the float chamber fills slowly. On being started the motor at once consumes this gasoline, and then has to wait for more. There is another possible cause of this trouble, and that is the float of the carburetor sticking. Of course, if the float is

stuck in a high position the flow of fuel will be greatly lessened or even stopped.

Don't use a greater candlepower lamp than is approved by the motor vehicle department with any device, homemade or manufactured.

Don't allow animals to stray on the highways.

Don't fall to adjust your headlights as to focus and parallelism. Follow the procedure to make this adjustment.

Short Trips Are Favored Now Here Are Some Timely Outing Tips

SAN FRANCISCO, Sept. 6.—Now that summer is waning and fall is approaching the demand of the motorist for short trips—trips where father can load the whole family in the car while mother guards the lunch and the whole gang can go out for a day's picnic.

There are a hundred and one places to go this time of the year and they are all enjoyable. Don't take too much stuff along, but take enough so that you can have some water. Almost all the streams in the picnic spots have dried up now and a water bottle is welcome when you need it. Also take along a canvas or something so that you can spread it out on the ground. The grass is rather dry now and there are a lot of stickers, so that a canvas is welcome.

"Don't get the idea that picnics are not this time of the year," says L. D. Allen, president of the California Motor Sales company, distributors of Cole cars here, "because they are. The weather is better now than during the summer. There is little or no fog now and the days are warm and pleasant.

"There is a picnic spot down the peninsula that is well worth while and it is easily reached and there is not too much driving to do. It is the Spring Valley lakes, back of San Mateo. Drive down the peninsula to San Bruno and turn to the right. This road is rather narrow in spots, but easily negotiated. There is plenty of room to pass other cars, but there are a few turns. Follow on to the lakes and pick a picnic spot. There are tables provided here and there is plenty of water, so that picnicking is enjoyable.

Drive on through and wander through the hills. You can see Half Moon Bay if you feel so disposed or you can loiter around on the grass and have a good time. The main thing here is that there are plenty of places to stop and out too much driving to be fatiguing.

"It is an ideal spot and easily reached in an hour from the heart of the city.

famous Lionella canyon. It is just as pretty in here at this time of the year as it is at any other time. The roads are all good and traveling is delightful. Most of the trees and shrubs are evergreens and are fine and cool in the canyon. There is some water in the creek but not much."

TIRE DEMAND KEEPS GROWING PLANT DEPENDS ON AUTO TRUCKS

The demand for tires is enormous and growing all the time.

"The only thing that we hear now is the call for more equipment and more tires," says James E. Power, head of the Power Rubber company, distributors of Racine tires.

"Shipments are coming through in this style now from the big plant in Racine and we are glad to get them. The factory is sending us all sizes, so that there is no delay in filling orders.

"The huge demand for tires is not unusual when one considers the huge number of automobiles of all kinds now in use and the great number sold every day in the year. For every car sold, a spare tire is needed and for every car sold there is a possibility for the sale of four tires within a year, under ordinary traveling conditions.

"All our branches are receiving regular shipments now and stocking all sizes. This is the first time this year that we are able to make deliveries immediately, and it is certainly a grand and glorious feeling.

"The country districts are buying tires and motor equipment as fast as we can deliver it to them. All the branches report good business and no falling off of trade as the season advances.

"The Racine plant is turning out tires as rapidly as the capacity of the plant permits shipping a large part of their output to us.

"The tire shortage has ended and everyone is glad of it."

Wedge is Weapon in Seeking Puncture
A very handy weapon to make easy the examination of the inside of a casing when looking for punctures, fabric breaks or weak spots, is a wedge made of a substantial stick of wood three-quarters of an inch thick and three to five inches long, depending on the size of the tire. This wedge may be slipped between the beads and pulled around the entire circumference of the casing with one hand, leaving the other free to hold the tire.

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Direct Road to Santa Cruz to Be Closed Ten Days

The direct road from San Francisco to Santa Cruz, via Los Gatos and Glenwood, is closed from Glenwood to Santa Cruz on account of construction work, according to information received yesterday by George S. Grant, manager of the touring bureau of the California State Automobile Association. This road, according to Grant, will be closed for a period of about ten days.

Motorists going to Santa Cruz have the choice of the following routes: The coast route via Half Moon Bay and Pescadero or via the highway to just below Sargent, where they take the Chittenden Pass to Watsonville and Santa Cruz, or the Los Gatos route to just below Alma, where motorists turn to the left, thence over the Soquel road to Soquel and Santa Cruz. The latter road, according to Grant, is a trifle narrow but in fair condition and is the shortest route to Santa Cruz at the present time.

SEAGULL WATER PLANE ARRIVES

The first of the "Sea Gull" models has been received by Earl P. Cooper from the Curtis Aeroplane and Motor Company. The two water planes came across the continent by express, being shipped West by Cooper while he was at the factory.

Cooper has just returned to San Francisco after his visit East to hurry these seaplanes and the Oriole model. The latter will leave for this city shortly.

In speaking of his trip and what he saw Cooper says: "We really do not know what seaplanes are. While at the factory I saw them constructing the Eagle model. It is the first practical commercial plane built. It will carry eight passengers, has a speed of 110 miles per hour, being driven by three motors, two in actual use and one held in reserve."

"It is the most beautiful airplane I have ever seen. It is hard to describe the many refined details that it contains. It looks that rush look and roughness apparent to the expert eye as seen in the planes now in existence."

Muffler Explosions Have Basic Cause
Explosions in the muffler are caused by the presence of a fuel charge not ignited during a previous stroke of the engine. If these explosions are frequent, there is a basic cause, which will be either too rich a mixture or some trouble in the electrical system. Muffler explosions, therefore, must be taken as a symptom of some deeper trouble, which should be immediately eliminated.

Don't fail to study our headlight adjustment procedure carefully.

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THE WEST TO GET SHARE OF EXPORT TRADE

That automotive products of American manufacture are in great demand in various parts of South and Central America, is the message brought to this coast by consuls of representative Latin-American countries who have recently arrived in California.

Previous to the recent European war, Germany, France and England had made a strong bid for motor supremacy in the southern countries. With the culmination of hostilities, Europe was unable to manufacture automobiles, and as yet those countries that had been actively engaged in the export business have not been able to adjust production so as to meet demands at home. Statistics show that European automobile factories will be many months in adjusting production labor, material and buildings, so that they will again be able to enter competition, so that American automobile builders have already jumped into the first line in covering Latin-America.

As "capital letters" evidence of the interest being manifested by Latin-America in procuring American motor vehicles, Julio Giraldo, one of the best known bankers, exporters and importers of Colombia; Hon. J. J. Serrano, Los Angeles consul to Colombia; Hon. Trinidad Lacayo, Los Angeles consul to Nicaragua, and R. S. Gonzalez of Chile, were visitors at the Moreland Motor Truck company recently. They were accompanied by John C. Allen, editor of "Los Veces," who has spent more than twenty-five years in Latin American countries. The visitors were amazed at the size of the local manufacturing plant, to say nothing of the intricate labor made upon them by the thousands of dollars worth of machinery and the splendid system which enables the Moreland plant to market a purely western product. Heretofore, these men, like their countrymen, had believed that all of the automobile manufacturing of this country was found solely in the east. "With the visiting South Americans coming to this coast to buy automobile trucks, and accessories, it is clearly evident that the west is due for a big slice of the automobile business that is to be transacted with our South American brothers," declared W. L. Moreland, general manager of the Moreland Motor Truck company.

GEAR RATIO IS CAUSE OF LOW MOTOR UPKEEP

To drive a car 21,000 miles without paying out a penny for mechanical repairs is an unusual experience, but this has been the accomplishment claimed by Harry Gueta, Oakland-San Jose stage driver, who drove a Studebaker Six Six, according to E. Wells of Weaver-Wells Company, 3321 Broadway.

"Gueta drives 200 miles a day," said Wells, "and always carries a heavy load of passengers and their baggage, but with a record of 21,000 miles to his credit, he has not yet paid out a penny for mechanical repairs."

Asked how he accounted for the remarkable performance, Wells replied: "It's the gear ratio."

Don't use a headlight with a glare or dazzle. It is illegal.

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The Sensation of Motordom!

The New Velie

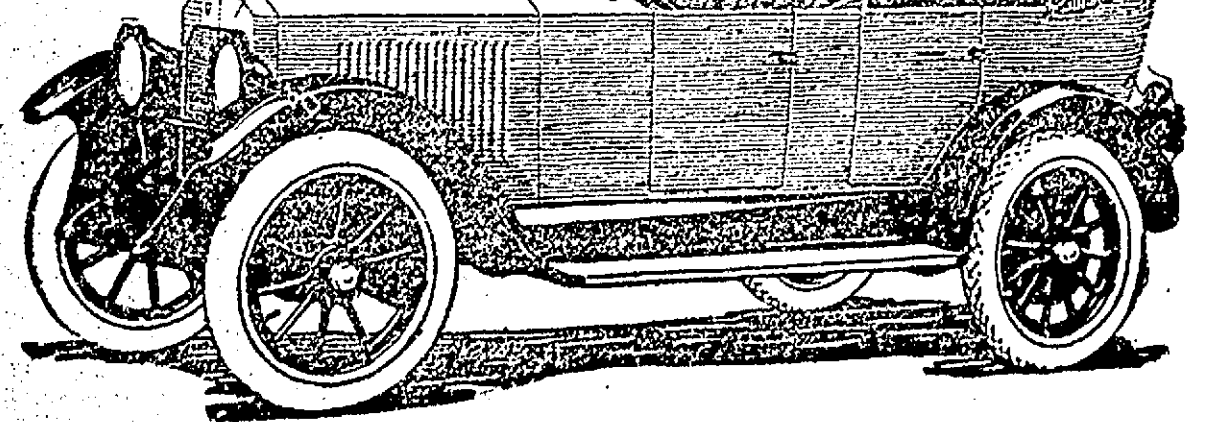
HUNDREDS are waiting to see the new Velie, and are anxious to take their first ride in it. Engineers pronounce it far and away the leader of all light six models for 1920.

Its distinctive style is the first attraction—the symmetrical, harmonious combination of planes that sets a new standard in body art—the new dress that satisfies your idea of what today's car should be. But its style is matched by its comfort—its longer body—really broad

doors—more room in its deep tilted seats and soft, plaited upholstery.

And that new motor! Here is the net result of all that engineering science has gained in the last four years—an amazing power plant—silent—supple—a perfect performer on low-grade fuel—the greatest money saver under any hood. Come and see it. Take your ride in it and let us have your verdict.

A. W. RAWLING CO.
Distributors
MARION-VELIE MOTOR CARS
2838-40 Broadway, Oakland, Cal.



There Is a Moreland Unit for Every Transportation Need

Here is one of a fleet covering a highway express run from Sacramento to Colusa and Red Bluff—a service that must be regular at all times and under all conditions.

These Moreland chassis are equipped with bodies produced in the Moreland body factory—the most painstaking unit of the largest truck west of Chicago.

The Valley Motor Transport Company is well pleased with its equipment and so are its patrons all along the route.

Moreland Distillate burning trucks have always made good. There is no road too rough, nor grade too steep because all Morelands are equipped with maximum powered motors.

With over a \$500,000 stock of parts HERE and in nine branch towns, Moreland trucks with factory service are factors you cannot afford to overlook.

Moreland Motor Truck Company
Oakland Branch
3450 Broadway W. A. Daley, Mgr.
—BEST FOR THE WEST—

3450 Broadway W. A. Daley, Mgr.
—BEST FOR THE WEST—

3450 Broadway W. A. Daley, Mgr.
—BEST FOR THE WEST—

3450 Broadway W. A. Daley, Mgr.
—BEST FOR THE WEST—

3450 Broadway W. A. Daley, Mgr.
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—BEST FOR THE WEST—

Garford MOTOR TRUCKS FOR EVERY PURPOSE

SERVICEABILITY and Garfords are synonymous. Wherever the work is hardest, there you will find the most Garfords.

"Users Know"

W. C. MORSE
4400 BROADWAY, OAKLAND, Opp. Technical High School
Phone Piedmont 950

AUTOS SCARCE IN SHOPS ON GASOLINE ROW

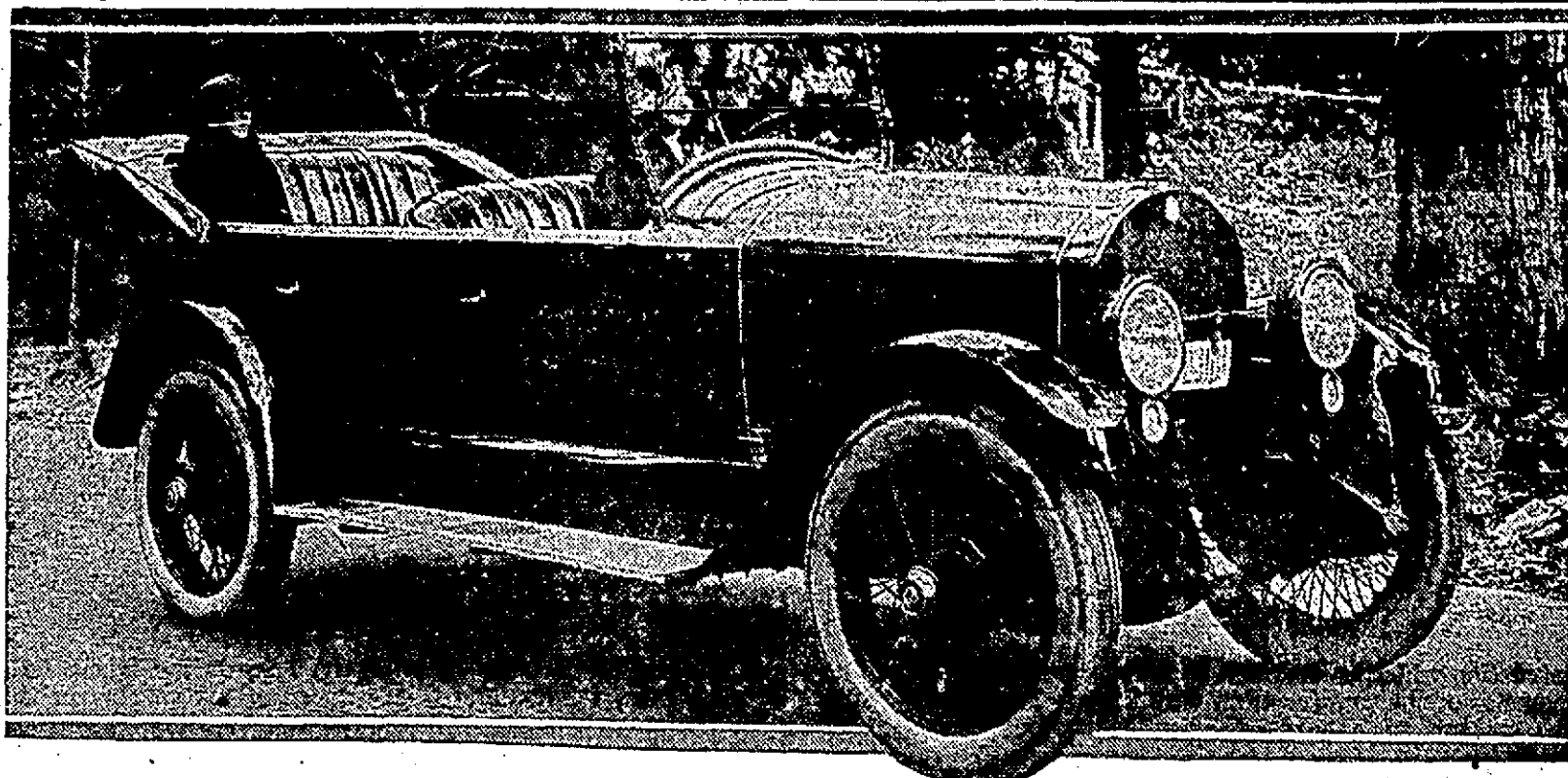
The demand for automobiles is enormous, as every one who has tried to purchase a car knows. Most of the salesrooms along the row look like dance floors, with great expanses of polished floors, with potted plants and decorations and no automobiles.

The cause of the shortage of cars is railroad tieups and strikes throughout the east, states Frank Sanford, manager of the Howard Automobile Company, distributors of Buick cars on the coast.

Strikes in some of the small plants in the east has caused trouble for the big fellows, by tying up their sources of supply. The Buick plant is turning out cars as rapidly as possible but is handicapped by strikes in other factories, on which the Buick is dependent for small articles which go to make the complete car.

Then, added to this, is the recent strike of railroad men, here and in the east. The walkout of shopmen caused a great congestion in the yards of the big eastern terminals

A FEW MINUTES' DRIVE FROM THE TRIBUNE BUILDING HERE IN OAKLAND AND YOU FIND SCENERY LIKE THIS. A Cole Aero Eight is shown here in one of the famous spots near this city. Scenery like this, a few miles from the heart of a throbbing, lively city, is the marvel of visitors.



and a freight tangle that took weeks adjusted yet. Then came the strike matters and Buicks are tied up in this further complicated freight cars all the way between here

and Flint, Michigan.

"We are delivering cars as fast as they come in. In fact, during the strike here we used a truck to haul freight cars to a siding where we could get at them and unload them. This was surely getting cars under difficulties.

"In the east there has been a constant succession of strikes and walkouts, ever since the armistice was signed. Production has been retarded every time the men quit work.

"We are getting more cars now than before, but not nearly enough to fill orders."

Mixed Linseed Oil is Good Lubricant

Linseed oil mixed with a small amount of graphite is recommended as a lubricant for door hinges and catches, which seldom receive attention in this way. Ordinary cylinder oil has a tendency to run, which is not desirable at this location because the clothes of passengers are likely to come in contact with it.

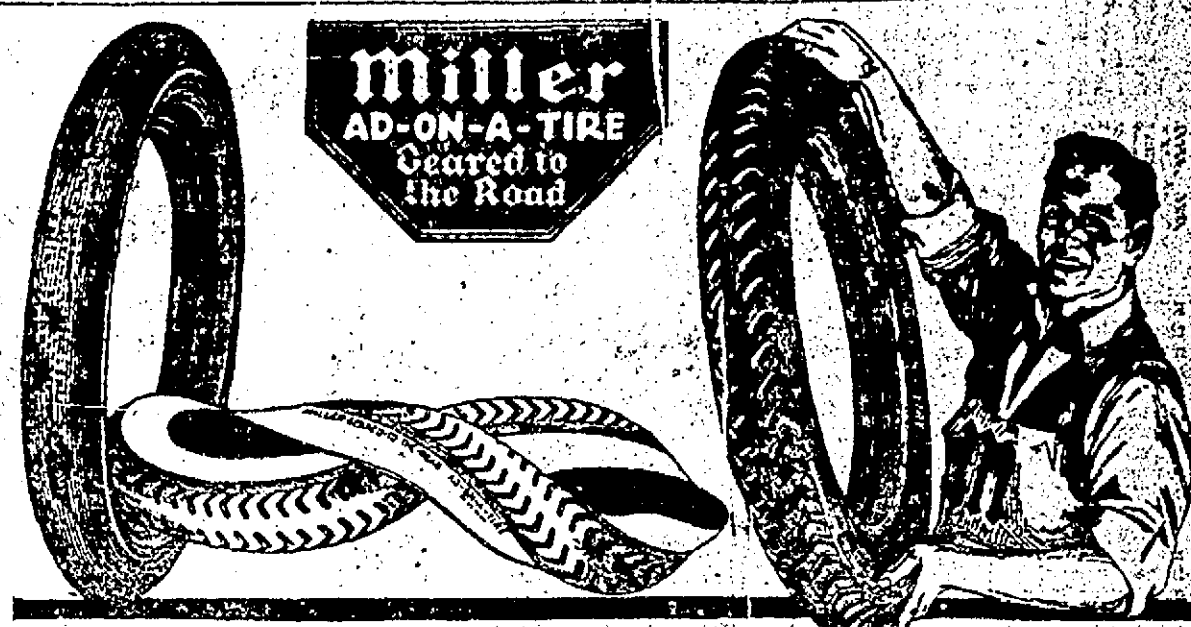
Don't allow an unlicensed person to operate your car.

Owen McCusker Jr Touring California

Owen McCusker Jr., representative of the Paige-Detroit Motor Car Company, is spending several weeks in

California on a tour of the different Paige agencies of the West. While in Los Angeles last week McCusker named the A. E. Evans Company as the new distributors of the Paige car in Southern California.

Don't drive a car on the public highways without having procured an operator's or chauffeur's license. Don't purchase a used car without receiving a certificate of registration from the former owner.



Let Us Rebuild Your Old Tires

The life of a tire is not ended when the tread is worn out. To discard it is to throw away the greater part of its value.

With a Miller Ad-On-A-Tire, for a fraction of the original cost, your tire can be made practically as good as new. And it makes it an oversize tire with all an oversize tire's advantages.

Our process rebuilds any make of tire with new side walls and the Miller Geared-to-the-Road tread. This famous tread meshes with the road and produces positive traction. Every ounce of driving power is utilized, for the wheels do not slip.

The Miller Ad-On-A-Tire is actually a part of the tire. It is built with several layers of fabric and high grade rubber. It fits snugly, and cannot creep.

Let us re-mile your worn tires with the Miller Ad-On-A-Tires. Bring them to us today, and we will show you how to get miles and miles of additional service.

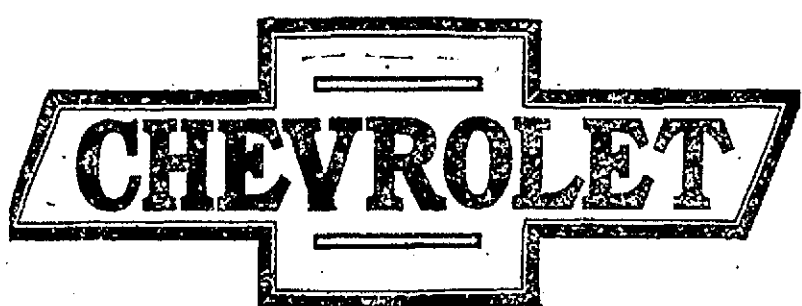
Flett Vulcanizing Works

Distributors for Alameda County

2509 Broadway, Oakland

Phone Oakland 764

For the Eighth Successive Month



Leads in Sales

Over all electrically equipped automobile competitors in Alameda and Contra Costa Counties

Here are the August registration figures—study them:

	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Alameda County.....	62	29	14	17	14	12
Contra Costa County...	11	6	8	3	1	3
Total	73	35	22	20	15	15

In the first seven months of 1919 the figures were as follows:

	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
JANUARY						
Both Counties.....	28	14	13	13	8	5
FEBRUARY						
Both Counties.....	52	32	24	24	18	10
MARCH						
Both Counties.....	88	53	51	36	21	16
APRIL						
Both Counties.....	88	28	36	10	10	10
MAY						
Both Counties.....	127	44	38	30	22	22
JUNE						
Both Counties.....	137	86	34	26	21	18
JULY						
Both Counties.....	118	29	20	10	6	4

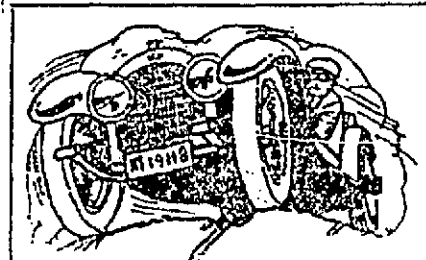
California State licenses for August give Chevrolet 748 cars against 371 for the nearest competitor and 113 for the third car.

Once Again, We Repeat

Can there be any more convincing proof of Chevrolet popularity, won entirely on Chevrolet merit? Mechanical excellence and low operative economy are reasons why Chevrolet is the favored car of 500,000 satisfied owners.

Chevrolet Motor Co.

2801 Broadway, Oakland
Lakeside 422



Official Sales Service Station for
Auto-Lite Connecticut Ignition
Bijur Eisemann Magneto
Batteries Motor Electric Specialty Co.
2063 Piedmont Ave. Phone Piedmont 204

Expert Cadillac Repairing

GIROLA BROS. GARAGE—TELEGRAPH AND SHATTUCK AVES.

Columbia Storage Batteries

Motorcar Electrical Co.
2324 BROADWAY, OAKLAND
The only battery with a definite guarantee.
All makes of batteries charged and repaired.

Ford Painting

\$20 up. Also Expert Ford Repairing
BOB'S AUTO SHOP
623 E. 12th St. Ph. Merritt 3150

Gill Piston Rings

E. L. RUSSELL, distributor, 2021 BROADWAY. Phone Oakland 7058.

Hyde-Wulff Tire Co.

EXPERT TIRE WORK
ON THE SQUARE
2127 Broadway, Ph. Oak. 1000

Matson Battery Co.

Recharging. All Makes. Repairing.
Expert Battery Service
19th St., bet. Broadway and Telegraph, Oakland, Cal. Ph. 162, 464

Motor Truck Specialists

Power Wagon
Garage, 2344
San Pablo Ave.
Phone Pied. 1247.

Oakal Welding Works

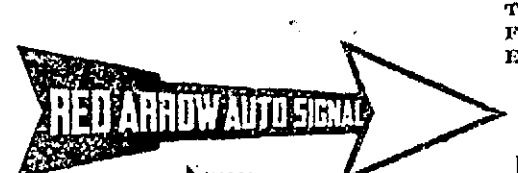
WELDING & BRAZING
Cylinders and Crank Cases,
Auto Radiator, Trailer and
Body Work. All Work Guaranteed.
Phone Oakland 4th. bet. 2946 Broadway.

Pittsburg Battery Co.

Guaranteed Rebuilt
Batteries
Prices reasonable
2130 BROADWAY
Ph. Lakeside 226

Rayfield Service Station

CLOVER LEAF CAMP,
130 OUTLINES.
Two-story Garage
Telephone & Auto Shop.



Savage Tires

SAVAGE TIRE SALES CO.
Alameda County Distributors
Service Station 278 12th St.
Phone Lakeside 767.

Scored Cylinders

Refitted pistons fitted on any make
of machine
SCOVILLE MACHINE WORKS
3403-3405 Piedmont Ave., Oakland

S. Furch Auto Painting Co.

Quality Our Motto
79 TWELFTH STREET, OAKLAND
Foot of Lake Merritt
Phone Oakland 154

300% MORE LIGHT FOR FORDS

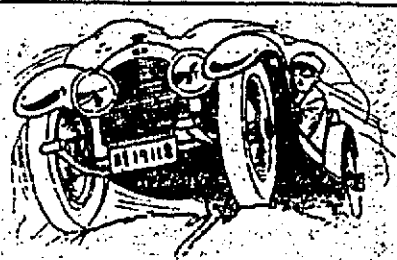
TAYLOR LIGHT PRODUCER AND REGULATOR.
\$4.50 Installed. Guaranteed One Year.
1756 BROADWAY

The Ford Men

V. G. BATES C. E. STEINER
Res. Phone Fruitvale 446-J. Ph. Oak. 635.
We maintain Ford factory prices. 4 speeds
for Fords. Fords for rent without drivers.
Radiators made and repaired.
255 12TH ST., NEAR ALICE

Auto Directory

SALES, ACCESSORIES,
SERVICE



Auto Electric

REPAIRING OUR SPECIALTY.
Also Direction Indicators and Leases.
AIRCRAFT & TORRISON
2130 Broadway, Ph. Lakeside 236.

Auto Bodies

Class and Attractiveness. Prices reasonable.
AUTO PAINTING & EQUIPMENT CO., INC.
802 E. 12th St. Ph. Merritt, 289
Full stock of all size Mellett Leases.

Auto Camping Outfits

4-in-1 Auto
Beds
6120 Hillside Ave., Oakland. 340 Valencia St., S. F.
Phone. Piedmont 8508

Battery Service Co.

ED AND AL
WE KNOW HOW
COME TODAY
1901-1910 TELEGRAPH AVENUE
Phone Lakeside 5547
WILLARD—SERVICE—STATION

Chevrolet 1920 BABY GRAND MODEL

now on display at
Melrose Garage, 4605 E. 14th Street.
V. C. E. HARRLOW

Lakeside Garage

Storage Washing Polishing
420 23rd Street
PHONE L. ST. OPEN ALL NIGHT.

New Parts

AUTOMOTIVE PARTS CO.
3222 Broadway at Piedmont Ave.
"WE CAN GET IT"
For All Cars in Stock

FRUITVALE AUTO DEALERS

FRUITVALE BATTERY SHOP
EXIDE BATTERY SERVICE
ALL MAKES OF BATTERIES REPAIRED
This Is a Business Not a Sideline.
Phone Fruitvale 27 3265 E. 14TH ST.

NEW CAR DEALERS

Buying information for prospective automobile owners.

Chevrolet

PERFORMANCE COUNTS
The Berkeley Home of the Chevrolet and Scripps
Routh
2563 Shattuck Avenue, Berkeley
PHONE BERKELEY 1161

Jordan

PACHECO AUTO CO., INC.
2901-2907 Broadway
Phone Lakeside 1929

King "8"

The car of no regrets.
LEW TAYLOR,
4011 E. 14th St. Phone Fruitvale 298

Liberty Six

F. J. LINZ MOTOR CO.
24TH AND BROADWAY, OAKLAND

National Cars

F. J. Linz Motor Co.
24th & Broadway,
Oakland, Calif.

Oldsmobile

Markham & Purser
2800 Broadway
Phone Lakeside 5672

Oakland Sensible Six

Chas. H. Burman
3074 Broadway
Phone Oakland 131

Auto Road to Seattle Is Logged
Report of Great Value to Motorists
California Highways Found Superior

Billy Hanchett, sales manager of the Lou H. Rose Co., is a likely permanent addition to the TRIBUNE touring bureau staff. He was detailed by the Automotive Editor to log the route from Seattle to Oakland on a recent trip which he made from Washington.

His report, unenclosed, follows below, and is a very complete description of touring conditions from the Northwest down the Pacific Highway to this city. It is worth preserving by any motorists who contemplate the trip to Seattle before the end of the year.

In ten days' driving made 2151 miles.

Made it to Seattle in four days, not getting started until 10 a. m. Sunday, the 16th of August, and arriving in Seattle Wednesday at midnight, making a stop of three hours at Ashland, four and a half hours at Portland and visiting at Tacoma one-half hour, besides meal times, hotels, etc.

Had one blow-out, two punctures on way up, but no engine trouble at all. Lifted the hood only when putting in new oil but at no other time.

Coming back had tire trouble in Oregon, as most of roads in that State are terribly rough and torn up owing to so much work being done on same.

Would like to say a good word right here for Mr. Burdette Leas of Leas & Son, garage and machine shop at Oakland, Oregon. They surely are right on their toes to please. Had used my two spare tires and had a puncture and a slow leak in another, so phoned these people and it was only twenty minutes when I saw their service car coming out with new tubes and no charge other than the regular retail price of same. These fellows struck me as quite honorable, therefore I take this way of showing my appreciation.

CALIFORNIA ROADS BETTER.

The minute we rolled over the State line into California you could feel the vast change in roads. California roads are all highway to some of the States.

There certainly never was a car made that could have withstood the shock and bumping that the Chalmers had to go through and come out without a scratch. Passed everything going up the mountain grades, etc.

Got an average of seventeen miles per gallon gas and 125 miles per quart oil in my Chalmers trip. Not at all bad, considering the heavy grades in the mountains.

Set odometer at zero (0) in Seattle. from Seattle

Seattle to Tacoma 40

Tacoma to Olympia 72.1

Olympia to Tenino 58.6

Tenino to Buelah 92.5

Buelah to Castle Rock 101.3

Castle Rock to Kelso 105.2

Kelso to Portland 121

Portland to Newburg 125.6

Newburg to Dayton 141.3

Dayton to McMinnville 152.7

McMinnville to White- 159

stone 163.5

White-stone to Astoria 174

Astoria to Clifton 180

Clifton to Astoria 187.5

Astoria to Eugene 202

Eugene to Corvallis 225

Corvallis to Astoria 245.7

Astoria to McMinnville 253

McMinnville to White- 253.4

stone 259.8

White-stone to Astoria 273.8

Astoria to Eugene 281.4

Eugene to Corvallis 286.5

Corvallis to Astoria 308.5

Astoria to McMinnville 327.4

McMinnville to White- 338.8

stone 351.3

White-stone to Astoria 358.8

Astoria to Eugene 368.3

Eugene to Corvallis 381

Corvallis to Astoria 421.7

Astoria to McMinnville 423.7

McMinnville to White- 423.8

stone 427.6

White-stone to Astoria 437.4

Astoria to Eugene 469.3

Eugene to Corvallis 482.6

Corvallis to Astoria 491.3

Astoria to McMinnville 494.2

McMinnville to White- 506.9

stone 517.2

White-stone to Astoria 526.8

Astoria to Eugene 535.1

Eugene to Corvallis 545.7

Corvallis to Astoria 553.6

Astoria to McMinnville 560.9

McMinnville to White- 569.6

stone 579.8

White-stone to Astoria 588.5

Astoria to Eugene 598.5

Eugene to Corvallis 609.6

Corvallis to Astoria 620.9

Astoria to McMinnville 629.8

McMinnville to White- 638.3

stone 648.5

White-stone to Astoria 658.5

Astoria to Eugene 668.5

Eugene to Corvallis 678.6

Corvallis to Astoria 688.5

Astoria to McMinnville 698.5

McMinnville to White- 708.5

stone 718.6

White-stone to Astoria 728.6

Astoria to Eugene 738.6

Eugene to Corvallis 748.6

Corvallis to Astoria 758.6

Astoria to McMinnville 768.6

McMinnville to White- 778.6

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White-stone to Astoria 798.6

Astoria to Eugene 808.6

Eugene to Corvallis 818.6

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Astoria to McMinnville 838.6

McMinnville to White- 848.6

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White-stone to Astoria 868.6

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Eugene to Corvallis 888.6

Corvallis to Astoria 898.6

Astoria to McMinnville 908.6

McMinnville to White- 918.6

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White-stone to Astoria 938.6

Astoria to Eugene 948.6

Eugene to Corvallis 958.6

Corvallis to Astoria 968.6

Astoria to McMinnville 978.6

McMinnville to White- 988.6

stone 998.6

White-stone to Astoria 1008.6

Astoria to Eugene 1018.6

Eugene to Corvallis 1028.6

Corvallis to Astoria 1038.6

Astoria to McMinnville 1048.6

McMinnville to White- 1058.6

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White-stone to Astoria 1078.6

Astoria to Eugene 1088.6

Eugene to Corvallis 1098.6

Corvallis to Astoria 1108.6

Astoria to McMinnville 1118.6

McMinnville to White- 1128.6

stone 1138.6

White-stone to Astoria 1148.6

Astoria to Eugene 1158.6

Eugene to Corvallis 1168.6

Corvallis to Astoria 1178.6

Astoria to McMinnville 1188.6

McMinnville to White- 1198.6

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Astoria to Eugene 1228.6

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Corvallis to Astoria 1248.6

Astoria to McMinnville 1258.6

McMinnville to White- 1268.6

stone 1278.6

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Astoria to Eugene 1298.6

Eugene to Corvallis 1308.6

Corvallis to Astoria 1318.6

Astoria to McMinnville 1328.6

McMinnville to White- 1338.6

stone 1348.6

White-stone to Astoria 1358.6

Astoria to Eugene 1368.6

Eugene to Corvallis 1378.6

Corvallis to Astoria 1388.6

Astoria to McMinnville 1398.6

McMinnville to White- 1408.6

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White-stone to Astoria 1428.6

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McMinnville to White- 1548.6

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Astoria to Eugene 1578.6

Eugene to Corvallis 1588.6

Corvallis to Astoria 1598.6

Astoria to McMinnville 1608.6

McMinnville to White- 1618.6

stone 1628.6

White-stone to Astoria 1638.6

Astoria to Eugene 1648.6

Eugene to Corvallis 1658.6

Corvallis to Astoria 1668.6

Astoria to McMinnville 1678.6

McMinnville to White- 1688.6

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White-stone to Astoria 1708.6

Astoria to Eugene 1718.6

Eugene to Corvallis 1728.6

Corvallis to Astoria 1738.6

Astoria to McMinnville 1748.6

McMinnville to White- 1758.6

stone 1768.6

White-stone to Astoria 1778.6

Astoria to Eugene 1788.6

Eugene to Corvallis 1798.6

Corvallis to Astoria 1808.6

Astoria to McMinnville 1818.6

McMinnville to White- 1828.6

stone 1838.6

White-stone to Astoria 1848.6

Astoria to Eugene 1858.6

Eugene to Corvallis 1868.6

Corvallis to Astoria 1878.6

Astoria to McMinnville 1888.6

McMinnville to White- 1898.6

stone 1908.6

White-stone to Astoria 1918.6

Astoria to Eugene 1928.6

Eugene to Corvallis 1938.6

Corvallis to Astoria 1948.6

Astoria to McMinnville 1958.6

McMinnville to White- 1968.6

stone 1978.6

White-stone to Astoria 1988.6

Astoria to Eugene 1998.6

Eugene to Corvallis 2008.6

Corvallis to Astoria 2018.6

Astoria to McMinnville 2028.6

McMinnville to White- 2038.6

stone 2048.6

White-stone to Astoria 2058.6

Astoria to Eugene 2068.6

Eugene to Corvallis 2078.6

Corvallis to Astoria 2088.6

Astoria to McMinnville 2098.6

McMinnville to White- 2108.6

stone 2118.6

White-stone to Astoria 2128.6

Astoria to Eugene 2138.6

Eugene to Corvallis 2148.6

Corvallis to Astoria 2158.6

Closed Car Demand Expected to Grow

W. L. Daly, sales manager of the Columbia Motors company, manufacturer of the Columbia Six, on his return from a trip calling upon his principal distributors, says that he

is firmly convinced that this coming winter season will be the biggest closed car season the automobile industry has ever known.

During the period of the war, the public developed an enormous liking for closed cars, and, of course, during the period of production cur-

tailment it was impossible to satisfy this demand.

The Columbia Motors company is planning to take advantage of this demand by greatly increasing their production of closed cars.

Not only will they produce the sedan which has heretofore been a

Each Garage Tool Should Be Numbered

An admirable idea in the arrangement of tools in the home garage is to give each tool a number, which

is painted on it. The same number is painted on the walls or racks in the place where the tool belongs. In this way it is a simple matter to return each tool to its proper place so that it is ready when it is next needed.

Ship by Truck

AND WHAT IT MEANS

IN the business reconstruction which is destined to make greater demands on the transportation agencies of the country than any known heretofore "Ship by Truck" furnishes the answer to a host of questions which cannot be answered in any other way.

Agriculture, manufacturing, commerce, are every day relying more and more on "Ship by Truck."

The merchant who must have quick delivery is utilizing the truck, at once powerful and ubiquitous, to get goods to his customers on the shortest notice.

In the problems of wholesale shipping—carrying commodities from the factory to the railroad station, raw material from the railroad to the factory, or goods from the station to the wholesale or retail store—again truck freighting represents a vast volume of traffic which is continually on the increase.



So with the farmer, with the help of the truck, he can sell his products in his own vicinity, and then dispose of his surplus in the neighboring city.

The truck meets the requirements both of local and general freight traffic. It is the only carrying device which performs this dual function. It, and it alone, bridges the gap between railroad or waterway traffic, and the traffic which is localized.

It was the war which gave what was, up to then, the culminating demonstration of the capabilities of "Ship by Truck." Trucks kept open the communications of Verdun, when the railroads were cut by the German fire.

The military efficiency of the truck, proven in every campaign in Europe and in the big role of trucks in forwarding military supplies from the interior to the Atlantic seaboard of this country, is now to find its fitting sequel in nation-wide use of truck freighting for the agricultural, industrial and commercial purposes of the peace era. Ship by Truck.

The Sign of Good Trucking Service—
Manufacture—Operation—Maintenance

CUT OUT AND SAVE THIS TRUCK SCHEDULE

SCHEDULE BROUGHT TO DATE—DESTROY ALL PREVIOUS LISTINGS

For further information, refer to Firestone Ship by Truck Bureau

ROUTE NO. 1—DISTANCE: 160 Miles Round Trip. San Francisco to San Jose via Palo Alto, covers Colma, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Menlo, Palo Alto, Mountain View, Santa Clara, San Jose.	ROUTE NO. 11—DISTANCE: 150 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 21—DISTANCE: 140 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 31—DISTANCE: 130 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 41—DISTANCE: 120 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 51—DISTANCE: 110 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 2—DISTANCE: 42 Miles Round Trip. San Francisco to San Rafael via Fairfax. Covers Sausalito, Corte Madera, Larkspur, Kentfield, Ross, San Anselmo, Fairfax, San Rafael.	ROUTE NO. 12—DISTANCE: 120 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 22—DISTANCE: 110 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 32—DISTANCE: 100 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 42—DISTANCE: 90 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 52—DISTANCE: 80 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 3—DISTANCE: 15 Miles Round Trip. San Francisco to Mill Valley via Sausalito. Covers Sausalito, Mill Valley.	ROUTE NO. 13—DISTANCE: 110 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 23—DISTANCE: 100 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 33—DISTANCE: 90 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 43—DISTANCE: 80 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 53—DISTANCE: 70 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 4—DISTANCE: 42 Miles Round Trip. San Francisco to Sausalito. No intermediate points.	ROUTE NO. 14—DISTANCE: 100 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 24—DISTANCE: 90 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 34—DISTANCE: 80 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 44—DISTANCE: 70 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 54—DISTANCE: 60 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 5—DISTANCE: 30 Miles Round Trip. San Francisco to Livermore via Oakland. Covers Oakland, Elmhurst, Melrose, San Leandro, Hayward, Dublin, Santa Rita, Livermore.	ROUTE NO. 15—DISTANCE: 90 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 25—DISTANCE: 80 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 35—DISTANCE: 70 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 45—DISTANCE: 60 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 55—DISTANCE: 50 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 6—DISTANCE: 20 Miles Round Trip. San Francisco to Berkeley via Oakland. Covers Oakland, Elmhurst, Melrose, San Leandro, Hayward, Dublin, Santa Rita, Livermore.	ROUTE NO. 16—DISTANCE: 80 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 26—DISTANCE: 70 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 36—DISTANCE: 60 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 46—DISTANCE: 50 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 56—DISTANCE: 40 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 7—DISTANCE: 15 Miles Round Trip. San Francisco to Piedmont via Oakland. Covers Oakland, Elmhurst, Melrose, San Leandro, Hayward, Dublin, Santa Rita, Livermore.	ROUTE NO. 17—DISTANCE: 70 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 27—DISTANCE: 60 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 37—DISTANCE: 50 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 47—DISTANCE: 40 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 57—DISTANCE: 30 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 8—DISTANCE: 10 Miles Round Trip. San Francisco to Alameda via Oakland. Covers Oakland, Elmhurst, Melrose, San Leandro, Hayward, Dublin, Santa Rita, Livermore.	ROUTE NO. 18—DISTANCE: 60 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 28—DISTANCE: 50 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 38—DISTANCE: 40 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 48—DISTANCE: 30 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 58—DISTANCE: 20 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 9—DISTANCE: 20 Miles Round Trip. San Francisco to Alameda via Oakland. Covers Oakland, Elmhurst, Melrose, San Leandro, Hayward, Dublin, Santa Rita, Livermore.	ROUTE NO. 19—DISTANCE: 50 Miles Round Trip. San Francisco to Napa via River Steamer. Connects with truck lines operating out of Napa.	ROUTE NO. 29—DISTANCE: 40 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 39—DISTANCE: 30 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 49—DISTANCE: 20 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 59—DISTANCE: 10 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.
ROUTE NO. 10—DISTANCE: 180 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 20—DISTANCE: 40 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 30—DISTANCE: 30 Miles Round Trip. San Francisco to Sacramento via River Steamer. Connects with truck lines operating to Dixon, Winters, Davis, Colusa, Auburn, Placerville, Roseville, Wheatland, Marysville, Yuba City, Gridley, Chico, Tehama, Red Bluff and Redding out of Sacramento.	ROUTE NO. 40—DISTANCE: 20 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 50—DISTANCE: 10 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.	ROUTE NO. 60—DISTANCE: 10 Miles Round Trip. San Francisco to Stockton via River Steamer. Connects with truck lines operating to Fresno and way points, Lodi, Oakdale and Sonoma out of Stockton.

TRUCK

TRANSPORTATION COMPANIES OPERATING OUT OF SAN FRANCISCO

ROUTE NO. 1—Schedule Daily. The Highway Transport Co., 226 Fremont St. Owners' Transportation Co., 5th and Polson. Pioneer Express, 212 10th St. S. P. & San Jose Trans. Co., 25 11th St. Comet Express, 1167 Broadway.	ROUTE NO. 2—Schedule Daily. Marine Auto Delivery, Sausalito. ROUTE NO. 3—Schedule Daily. Marine Auto Delivery, Sausalito.	ROUTE NO. 4—Schedule Daily. North Shore Transp. Co., Pier 9. ROUTE 5—Schedule 4 Trips Weekly. Eastern Truck Line, Livermore. ROUTE NO. 10—Schedule Daily. River Express Co., 32 Merchant St. California Transportation Co., Pier 9.	ROUTE NO. 11—Schedule Daily. River Express Co., 32 Merchant St. California Transportation Co., Pier 9. ROUTE NO. 12—Schedule Daily. River Express Co., 32 Merchant St. ROUTE NO. 20—Schedule Daily. River Express Co., 32 Merchant St.	ROUTE NO. 62—Schedule Daily. Richmond Motor Exp., 155 Stewart. ROUTE NO. S6—Schedule 3-4 Trips Weekly. Lee Brothers Van & Storage, 112 4th St., Santa Rosa.
Asahi Transfer Co., 441 Commercial. Arcata Furniture Moving Co., 1201 Fillmore. Arrow Transfer, 441 Jones. Atlas Transfer Co., 759 Mission. Atlas Transfer Co., 1733 Guay. R. & S. Transfer Co., 21 Clement. W. H. Ballinger & Son, 61 New Montgomery. Bay Shore Delivery, 150 Fifth St. Haines Van & Storage Co., Thirtieth and Mission. F. W. Hollings, McAllister and Fillmore. Blum's Express, 1675 O'Farrell. Bernard Hunsen (care of John Drennon), 261 Geary. Campodonico & Hannah, 116 Washington.	Cal. Drayage Co., 310 Brannan. E. Carlisle, 465 Pine. E. Caswell, 131 Jasper. City Transfer, 218 Taylor. Coast Transfer, 500 Pine. M. Cochran, 2152 Mission. Cole's Transfer & Storage, 808 Polk. Collins Transfer & Storage, 224 Bush. Cottrell Brothers, 375 Castro. Crescent Motor Drayage Co., 55 Duane. Cut Law Transfer & Storage Co., 209 O'Farrell. Emerson's Transfer Co., 1045 Mission. Empire Express, 1626 Haigh. Empire Transfer Co., 3216 Twenty-third St. John Poppiano, 1848 Stockton. M. Gomes, 65 Jackson.	Golden Gate Transfer Co., 337 O'Farrell. Lee Gong, 715 Grant Ave. Greely Brothers, 546 Clement. Haigh & Ceshburg Express, Haigh and Cole. Hill Express, 1144 Sutter. Hoff Reliable Express, S. F. Hyde and Co. Home Transfer Co., 588 Eddy. Howard's Auto Express, Haigh and Gough. Joseph Latham Moving Co., 637 McAllister. Liberty Auto Express Co., 3175 Twenty-third St. A. Maxwell, 240 Texas St. Michaels & Harris, 1308 1/2 Post.	Miller Moving & Storage, 285 Taylor. Morton Special Delivery, 361 Ellis. Murray Drayage Co., 67 Second St. New Western Express, 4801 Mission. Nolan Drayage & Warehouse, 153 Second St. North Shore Transportation Co., Pier 9. Oceano Fuel & Transfer, 1373 Forty-seventh Ave. Olsen Brothers, 509 Ellis. Panama Transfer & Storage Co., 87 Sixth St. P. H. Patton, 2040 Clement. Pioneer Moving Company, California and Kearny. P. Putney, Kearny and Sacramento. R. B. & S. Special Delivery, 953 Harrison.	Richmond Auto Express Co., 546 Clement. Richmond Motor & Richmond Park Transfer, 305 Clement. River Express Co., 32 Merchant. Miss Rucker's Express, 3311 Seventeenth St. George Schaefer & Sons, Twenty-third and Indiana Sts. Fred Seitz, Sacramento and Polk. I. Skotsky, 827 Arguello Blvd. National Transfer, 1200 Polk. H. Smith, 1735 Union. Sonoma Express, Pier No. 5. J. Spitzer, 251 Geary. Stricker Storage, 2027 Sutter. Tullis's Express, 1627 California. Vallejo & San Francisco Express, 54 Pine. James Watson, 425 Front.

TRUCK TRANSPORTATION COMPANIES OPERATING OUT OF OAKLAND

ROUTE NO. 6—7—8—9—10—Schedule Daily. Liberty Express Company. Union Transfer Company, 338 11th St. Santa Fe Express & Draying Co., 572 9th St.	ROUTE NO. 13—Schedule Daily. People's Express Company, 258 11th St. ROUTE NO. 14—Schedule Daily. Merchants' Express Company, 424 9th St. Kellogg's Express, 715 Allee St. American Transfer & Storage, 1645 Telegraph Ave.	ROUTE NO. 15—Schedule Daily. River Express Co., 6th and Market. ROUTE NO. 16—Schedule Daily. River Express Co., 6th and Market. ROUTE NO. 17—Schedule Daily. River Express Co., 6th and Market.	ROUTE NO. 21—Schedule Daily. Williams Express Co., 9th and Jefferson. ROUTE NO. 22—Schedule Daily. P. L. Misener, 203 41st St. ROUTE NO. 41—Schedule Daily. Owners' Transportation Co.
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ANYTIME—ANYWHERE

Acme Express, 220 Broadway. Adams Express & Transfer Co., 1035 Telegraph Ave. American Transfer & Storage Co., 1201 Fillmore. Austin Freight & Transportation Co., 251 4th St. Bay Transfer Co., 104 St. Wharf. Bear Express, 275 Filbert. Lee Beckley, N. E. Cor. 4th and Alameda. Beckas Van & Storage Co., 22nd and San Pablo Ave. W. H. Bobbitt, 2753 Bohemer. Bolton Express, 3414 Anderson. Bolton's Express, San Pablo Ave. and 16th St. Brachoff Transfer & Storage Co., 565 Broadway. Busk's Express, 600 Mendocino. Central Express, 784 Oak. Cullis Cherry, 1824 Webster. Cherry's Motor Drayage Co., 10th & 14th St. John Convery, 227 Alameda. E. L. Danzig, 1725 Castro. Davis, 225 Webster. Bill Davis, 221 Linden. Davis Express Company, 1637 Telegraph Ave. Delucchi Express, 5808 Vallejo. R. Dorman, 139 W. Richmond Ave. Eagle Fuel and Feed Co., 1711 H 11th St. East Bay Van & Storage Co., 1440 Telegraph Ave. Eveready Motor Express, 1725 6th St. H. F. Galbreath, 2762 Doherty St., Berkeley.

W. W. Higgins, 5274 Lockley Ave. G. E. Gallagher, 2106 Lincoln Ave., Alameda. John Hallstatt, 2581 Vinevale. L. W. Hampton, 612 Macdonald Ave., Berkeley. Harman's Express, 1520 Carlton, Berkeley. H. A. Harvey, 1095 Macdonald Ave., Berkeley. James Hennessey, 407 10th. E. Henderson, 277 32nd. E. H. Higgins, 2 6th, Richmond. Thomas Hill, 1250 10th. E. H. Hipsley, 227 Broadway. M. J. Hipsley, 227 Broadway. Hull-Wood Transfer & Storage Co., 105 27th. Humphrey Transfer Co., 602 25th. Hunt Transfer Co., 109 11th. C. H. Hunt, 224 Webster. Jackson Furniture Co., 17th & Clay. Jensen Storage & Moving Co., 1105 Broadway. A. B. Johnson, 1204 Franklin. Chas. J. Johnson, 2816 Webster. J. Johnson, 500 Fulton. Landon Auto Express, 1524 Webster. T. Landi & Co., 500 Franklin. L. L. Clark, 275 4th. Peter Leffers & Co., 1255 5th. Lutes Express, 1272 23rd. Lyon Proofing Warehouse Co., 2150 Broadway. A. J. Macy, 6254 College Ave. Market Express, 620 7th St.

Mason Motor Express, 1125 12th Ave. Merchants' Express & Draying Co., 421 9th. E. Simon Express, 521 E. 12th. Morris Simon, 820 E. 20th. Star Transfer Company, 2003 San Pablo. Stevens & Bender, 1209 Washington. J. Stoffels, 740 20th. Stoppa Express, 2115 Webster, Berkeley. Students' Express and Storage Co., 2132 Shattuck Ave., Berkeley. Sunset Drayage & Warehouse Co., Care Western Electric Co., Emeryville. O. K. Express & Storage Co., 1400 Adeline. Oneto Piano Moving Co., 202 38th. Pacific Auto Draying Co., 2007 Adeline. W. H. Parrish, 467 4th. A. Pastorelli, 540 Cedar, Berkeley. Peoples' Express Co., 258 11th. W. C. Paterson, 2218 E. 12th. Place Express Company, 709 20th. Producers' Hay Co., Cor. 10th & Webster. E. T. Rector, 2231 Dwight Way, Berkeley. Red Line Transfer & Draying Co., 1531 Jefferson. Reliable Express, 1106 Franklin. Richmond Motor Express Co., 1042 4th. Don Ritchie, 2575 Montana. River Express Co., 6th and Market. S. E. Rowley, 202 30th Ave. Santa Fe Express Co., 672 Ninth St.

AUTO SQUEAKS OFTEN MAY BE QUICKLY FOUND

It is when you drive your car over rough roads that all sorts of rattles and squeaks are heard; most of which you cannot locate. I have heard so many say that they would like to know where certain noises are coming from because once located it is usually an easy matter to find some means of remedying them.

The next time you are confronted with this problem the first thing to do is to attempt to find the location of the sound, that is whether forward or rear. After that keep in mind the kind of sound it is, that is, whether sharp or more solid in character. The average owner allows the parts to remain loose until the car goes to the shop, all because of his inability to find the exact cause. Here is an easy way to trace certain noises.

Fenders are commonly blamed for a lot of noises that are caused by loose plates, hood lumps and other attached parts. When the car is stopped grip the fender firmly and pull and push it in all directions. If you can detect any looseness first find out if the supporting brackets are loose. These brackets are attached to the frame and to the fender. The bolts holding the bracket in place against the frame or the fender attachment may be loose and these may easily be tightened. Some fenders have insufficient joints of attachment, so that no matter how tight they are against the bracket they will make a noise. Some owners rivet an extra piece to such fenders and hold them more firmly against the frame. The makeshift method is to force sticks of wood between the fender and the frame to cause binding.

MUD PANS NOISY.
Mud aprons and mud pans are common causes of noises sometimes difficult to find. The apron or front under the radiator is usually held in place by small bolts and nuts. If these become even slightly loose the apron may cause an uncomfortable noise because of the vibration alone. The underpan attached to the frame often becomes noisy because of frame weaving.

I have seen owners attempt to trace a noise and tighten everything in sight without getting results. Head lamp glass fronts will confuse an owner in this way. They will rattle in their frames and emit a thin, snappy very much like that of a loose license plate.

In company with the noises mentioned is that produced by a cooling fan. Few owners suspect a fan of making a noise, but loose blades often play in the fan often produces the thin snappy so common to the cheaper grades of cars.

Some of the low priced cars on the market are fitted with radius rods and nearly designed against mechanism. The radius rods must have freedom of movement up and down but not necessarily sideways. In going over rough roads these radius rods may rattle and produce a noise difficult for one to give an exact location to the sound. Brake rods when they are long or of small diameter and not well supported at the ends will rattle. The ends of the rods usually have some means for preventing rattle but the brake rods have not. Because the brake rods move it is very difficult to provide means for preventing them from rattling. In some cars wooden guides can be installed; in others a coil spring arrangement can be used. The usual difficulty is in finding some point of attachment for the anti-rattling device. For the front end and certain others, special anti-rattling devices may be purchased at accessory stores.

MANY HOOD NOISES.
A most peculiar sound is produced by the hood when from weaving causes it to move. Often it produces a squeak. The pads (often of leather or fabric) between the hood and cowl and hood and radiator, when badly worn make the sound worse. Some owners oil these pads and the hood will slide over. In the cheaper cars it is almost impossible to cure a hood from making noise.

Spring shackles with side play may be noisy on a road that is only slightly rough. Often the sound is like an engine knock and the owner does not know what on earth to look for. The sound may sometimes be heard only when a turn is made.

Speedometer gears, the speedometer shaft, loose bearings in the rod or drag link are other causes of peculiar noises often difficult to find. The best method to use to find any of the noises mentioned is to handle each part. For example, if the head lamp glass fronts are suspected, thump the glass with the hand and listen for the sound. If the tie rod is suspected grasp it firmly in one hand and try to shake it to produce the sound you hear when the car is in motion.

RUSH ROAD WORK IN GRASS VALLEY

GRASS VALLEY, Sept. 6.—The State Highway commission has decided by unanimous vote to call for bids for paving the Grass Valley-Bear River unit of the State highway later this fall, immediately, according to a letter received by the Chamber of Commerce. The unit is twenty miles in length and is a part of the federal route connecting Grass Valley and Auburn. It was graded last year and has been open to travel for several months.

The work of paving the four-mile unit between Grass Valley and Nevada City is now more than half completed, and but for the lack of rain the street in the valley would soon be available to traffic.

A party of surveyors is in the field locating an extension toward the mountains, the village of North San Juan being the next objective.

Buffalo Recovers
Many Stolen Autos
Of six hundred and fifty-five motor cars stolen in Buffalo during the first seven months of 1919 all but two hundred and ten were later recovered. Of those still missing one hundred and fifty-five are Ford.

Learn to Judge Distances and Speed at which a car travels. Ability to estimate speed may prevent accidents.

HERE WE HAVE HIM—"LES" MANNING, ONE OF THE new highway inspectors just appointed by Superintendent P. J. Tehaney of the Motor Vehicle Department.



Two Kinds of Roads Are Possible For Heavy and for Light Traffic

WASHINGTON, Sept. 6.—Freight roads and passenger roads are probabilities of the comparatively near future in congested sections of the country, according to Chairman George Diehl of the A. A. A. Good Roads Board, who has sent a communication to this effect to the office of the Chief of Engineers of the War Department. In response to a communication from General W. M. Black, Mr. Diehl thus comments on the up-to-date highways problem:

"There will never be a time when all roads are of equal durability and all roads are of equal capacity. Highways and railroads are analogous in that they are both designed to carry traffic and general rules which have been developed through scientific management of the roads apply as well as most invariably to highways. The heaviest locomotives and rolling stock are carried on roads like the New York Central and Pennsylvania and Union Pacific. Their use over lighter constructed railroads would ruin the roads in a comparatively brief period.

"There must come a classification of highways. Over-Class 1 the heaviest motor trucks and trailers would be permitted; each truck should have large, heavy-duty wheels placed on the sides to indicate the total weight that it was permitted to carry; operators and owners of the trucks should be prosecuted for permitting one or two heavy trucks to do, not with construction and maintenance, but merely with the control of traffic. It is extremely likely that it would result ultimately in a system of federal roads and passenger roads, and that wider and parallel roads would be found to be the most economical method of laying out the highway system.

"It is impossible to lay out all roads of the heavy form of construction; in the first place, the money is not available, and secondly, too many years would elapse before the more sparsely settled sections of the country were developed. It would not be at all difficult to break bulk when leaving the heavy trunk roads and in a comparatively brief time an excellent theory of highway construction would be developed whereby each locality would be able to determine the amount it was feasible for them to expend on each mile of highway construction.

How the motor truck has solved the knotty transportation problem of the Nevada mountains is described by M. L. Pulecher, vice president and general manager of the Federal Motor Truck Company of Detroit, Michigan.

This country, which includes the counties of Washoe, Ormsby and Douglas in Nevada and Mono county of California, has few highways worthy of the name. Most of the roads are merely trails leading over snow-capped mountain tops, and transportation conditions are about as difficult as poor roads, and a steep grade can make them. This territory is covered by the Glacioso Bros. freight line between Reno and Gardnerville, Nev., and various other points in California.

Five years ago the railroad commission granted L. A. Glacioso a franchise to operate a truck in freight transport work from Reno to Gardnerville. He put a 2-ton Federal to work and soon found that he had all the business he could handle.

—and more. General merchandise formed the bulk of the freight from Reno to Gardnerville and on the return trips grain, flour and produce of all kinds were carried. One round trip was made each day, requiring less than seven hours to travel the 104 miles, although extra time was required for loading and unloading.

The business continued to grow and soon Jack Glacioso purchased a Federal and joined his brother and the two brothers found an opportunity to extend their territory as far as Mono county in California. Four more trucks were added and now the five trucks are kept busy making the 104 mile trip daily. One of the trips is into the Yosemite Park, high above the famous Yosemite Valley, at the Tioga Pass, reaching rapidly an elevation of 10,000 feet and descending over 6,000 feet in a distance of eight miles. On this trip salt is hauled to the cattle.

The story is told of how the young and struggling freight line met a temporary Waterloo when it endeavored to haul eggs from farm or country stores to Reno, but because of the rough roads and solid tires used so many were broken that this business was found decidedly unprofitable. A solution to the problem was found in pneumatic tires however, as since their adoption they have never had to pay for broken eggs.

The Federal, on solid tires averaged 6 1/2 miles to the gallon of gas, but the same Federal on pneumatics averaged 11 miles to the gallon. After 100 miles with no trouble the tires still look practically new. In fact Mr. Glacioso says the pneumatic tires have paid for themselves in business increase alone. They have done \$200 more business in three months with the truck's pneumatics than with solids, and this is just a little more than the tires cost.

This enterprising Nevada firm transacts its business to the right way, care being taken to insure satisfaction to all. When the goods are received for shipment a waybill is made out, showing articles, value, from whom received, address, destination, weight, expense, charges, whether collect or prepaid, and when goods are delivered a space is reserved for the signature of the party receiving the shipment.

Mixture Will Keep Windshield Clean
To secure a clear view ahead through the glass of the windshield in rainy weather is vitally important to the safety of the motor car and its occupants. Many schemes are used to keep the glass clear in wet weather, but perhaps the old-fashioned alcohol and glycerine mixture which is carried in a small bottle and rubbed on the glass as needed is best. If the bottle containing the solution is wrapped in a cloth and held in the side pocket it will always be ready for use and a cloth to apply it with will be at hand.

TO STOP CLUTCH SLIPPING.
In the absence of Fuller's earth ordinary talcum powder may be used to stop one clutch slippage. Sprinkle the talcum over the surface of the leather or fabric after having first cleaned the surface with gasoline.

MANNING GIVEN INSPECTOR'S JOB

Every motorist in Alameda county who knows "Les" Manning and nearly every automobile owner is acquainted with him, will be glad to learn of his appointment as one of the new highway inspectors in the motor vehicle department.

"Les" passed the civil service examinations with a very creditable mark and will enter upon his new duties in about sixty days.

The work of the highway inspectors, for the present, will be confined to educating judges in small communities, constables, garage men and automobile dealers on different phases of the new motor vehicle act, which goes into effect on September 22.

Manning took a week's instruction at the University of California, under the supervision of Superintendent Tehaney, head of the motor vehicle department. The correct way to interpret the old and new motor laws was demonstrated and illustrated in every way best adapted to quickly grasp the proper meaning of the automobile act.

Manning made a very efficient officer while attached to the traffic department. He was fair in his work and made many friends.

The last accident, a broken leg, with which he met, on the day the 15th regiment arrived in Oakland, is rapidly mending and, by November 1 he hopes to assume his position with the motor vehicle department.

NEW CARS TO BE IN LOCAL MARKET SOON

"Another week and it will be here. The factory has announced that the cars are on the way and will arrive here about the 15th. This is the best news we have heard in many a moon," announces A. W. Rawling, dealer for Volle cars.

"From the number of inquiries we have been receiving there are a thousand and one motor car fans who are waiting to take a look at this new machine.

"From the advance notices and photographs sent out to us by the Volle factory, the car must be some car. Its lines are entirely new—a complete departure from any other car that was ever built.

"The lines of the car are square, that is, planes form the body of the car. The motor is larger and more powerful than ever. It is a Red Seal Continental, built according to designs of Volle engineers working with the motor experts of the Continental plant. They have built an engine that utilizes every ounce of the gasolene to it, no matter how low grade the fuel may be. This motor is equipped with a device to heat the gas before it is allowed to enter the cylinders and thus no raw gas is taken in.

"The problem of engineers today is the utilization of the commercial gasolene sold in service stations in the internal combustion motor. This fuel must be broken up by a heating device or it makes poor fuel. Engineers have solved this problem and the new car is powerful and efficient."

Will Weigh Trucks to Protect Roads

Pennsylvania is arranging to try out a machine designed to weigh trucks and their loads, with a view of seeing that the new State law is kept. Wherever possible, every principal State highway known as an arterial road, is being constructed of reinforced concrete. Heavy trucks are supposed to injure these roads by causing a certain amount of vibration in the body of the cement, tending to disintegrate it.

Billion Dollars to Go for Highways Great Federal Project Is in View

WASHINGTON, Sept. 6.—A billion dollars is the sum now mentioned in a matter of fact way in connection with the building of a federal highway system. Word reaches the national capital that Dr. S. M. Johnson's repeated reference to this large sum at the various stops in the transcontinental journey of the U. S. Army Motor Transport corps invariably invokes the most emphatic sort of approval. This has been particularly the case in the extreme western country, where the need of "highways" is vital and essential to early development.

Dr. Johnson, who is a member of the executive committee of the A. A. A. Good Roads Board, thus summarizes the national roads problem:

"The unimproved parts of the United States are held back in their development precisely as are the unimproved parts of a city; and the unimproved part of a city where the food is produced, while the paved parts, especially the cities, are suffering because the unpaved parts lag. To correct social cleavage and excessive costs, we must pave the roadbeds of the lagging regions, and we must do it now."

The financial loss due to operation of our rolling stock upon improper roadbeds is so great that it must not be permitted to continue. The greatness and urgency of the task makes quick action on a large scale an imperative necessity.

Following Dr. Johnson's talk at Ogden, the business organizations of that city wired the Utah Senators and Representatives urging that the amount in the Townsend bill for a federal system be increased to a billion dollars.

When the permanent milestone on the Ellipse in Washington, marking the start of the War Department trip to San Francisco, is dedicated, President Wilson will deliver the address, the event to take place at the convenience of the Chief Executive of the nation.

Toledo to Motorize The Postal Service

The Toledo, Ohio, postal service is about to be motorized. Thirty trucks ranging from one to three tons will be added to the traffic department at once. The postmaster has leased a building and is converting it into a modern garage with housing for thirty trucks. Repairmen, mechanics and drivers will be employed. A chief dispatcher and assistant will direct the operation of the service.

Almost Half Million Trucks in America

There are now 450,000 motor trucks in service in this country. Allowing an average of ten tons a day to each truck, which is a very conservative figure, these trucks altogether will carry four and one-half million tons of freight every day.

STATE-FEDERAL ROADS PLAN ARE BEING CLOSED

The California Highway commission has authorized Highway Engineer Fletcher to execute final agreements with United States Department of Agriculture for the cooperative construction by the State of California and this Federal department on a 50-50 basis of the following Federal aid or rural post roads:

Between the east limits of Merced county, through Planada, a distance of 14.82 miles, known locally as the Merced-Mariposa road. In Merced county.

Between Arnold and Rattlesnake summit in Mendocino county, known locally as the Willits-Eureka road, a distance of 24.12 miles.

Between Freshwater lagoon and three quarters of a mile west of Oruk in Humboldt county, known as the Eureka-Crescent City road, a distance of 2.8 miles.

Don't Neglect Tires, Is Advice

"Don't neglect your tires just because they stay up and give you long service," is the advice of the Service Manager of the Flisk Rubber company.

"In these days when the science of manufacture has progressed to the stage where 'high mileage' tires are known in the earlier days, are now the general rule. It is convenient for many to drive recklessly along with out thought or regard for their tires. Tires need attention the same as you motor. They need to be properly fitted to the rim and wheels. They must be aligned regularly. Gasches and cuts picked up on sharp stones or trolley switches should be treated and cared for like any wound. There's a way to do this at a cost of only a few cents. Any reliable tire dealer can provide you with Fillicut and show you how to use it.

"Look out for those little things regularly, make a habit of it, and you'll add many more miles to your tire life and obtain the full service that modern tire construction builds into your casings."

Conservation Service Message No. 3

IF THE TRUTH WERE KNOWN

There would be no use for Courts, Councils, Committees, Congresses, Juries, Tribunals or Quorums, whose only function is to debate and decide doubtful questions and whose verdict is always determined by the majority.

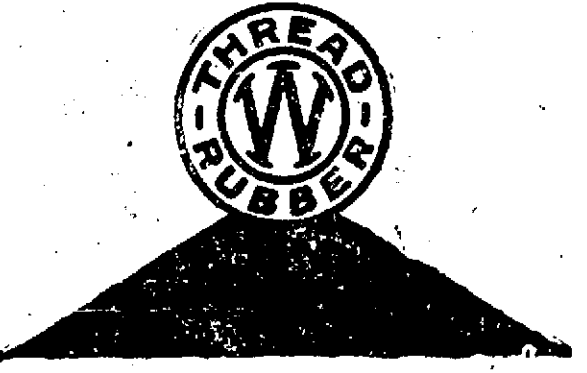
The majority of the most reputable, established dealers in Oakland, Alameda, Berkeley and vicinity, whose signatures appear below, are united in their decision on many questions of importance to automobile owners. Our messages are therefore valuable because anything pertaining to automobiles, which all of us can agree on, must be right.

We want to tell you without qualification and from every standpoint that Goodyear Tires are the best tires in the world. There are none better. The Goodyear Tire & Rubber Company are the squarest manufacturers in the business. If they were not, we would not represent them or sell their goods. They have the intention, backed by the ability to make good tires. We have absolutely adopted their suggestions in regard to conservation of rubber products. We have carefully worked out plans whereby tire waste will be eliminated almost, if not entirely. Come in and let us go over this proposition with you. You will be interested.

We Are Anxious to Be of Service

ALAMEDA	Address	OAKLAND	Address
ALAMEDA TIRE AND VULCANIZING CO.	2416 Central Ave.	BILL THE TIRE MAN	1915 Broadway
MARTELL TIRE CO.	2301 Santa Clara Ave.	B. & B. SERVICE STATION	E. 19th St.-Park Blvd.
BERKELEY	Address	HEBRANK-HUNTER AUTO CO.	12th and Jackson
BERTHESEN'S GARAGE	2016 San Pablo Ave.	HOGAN & LEDER	331 14th St.
CLAREMONT GARAGE	Ashby at College Ave.	PAUL HOOTS	2285 Broadway
G. L. GEUS	1686 Shattuck Ave.	HOWARD AUTO COMPANY	3300 Broadway
N. SCOTCHLER & CO.	Shattuck and Durant	IMPERIAL GARAGE & SUPPLY CO.	1426 Franklin
ELMHURST	Address	OAKLAND GARAGE	14th and Alice Sts.
ELMHURST GARAGE	9327 E. 14th St.	OLIVER TIRE & RUBBER CO.	2135 Broadway
EMERYVILLE	Address	TALBOT'S GARAGE	1440 Webster St.
R. H. COZZENS, "FORD DEALER"		WEAVER-WELLS CO.	3321 Broadway
EMERYVILLE GARAGE	4800 San Pablo Ave.	W. P. WILLIAMS AUTO SUPPLY CO.	245 12th St.

GOODYEAR SERVICE STATION DEALERS



Do You Want to Save Some Money?

Re-insulating a battery is about the most expensive repair there is.

And there's only one kind of battery in general use that isn't practically certain to be re-insulated—or junked—within the next year, or two.

That one exception is the Willard Battery with Threaded Rubber Insulation.

Come in and we'll tell you why.

ERNEST E. FETTER
Auto Electric Service Company
21st and Webster Streets, Oakland
2185 Shattuck Avenue, Berkeley
2422-2424 Central Avenue, Alameda

Fetter Service—Better Service
ALAMEDA COUNTY SERVICE STATIONS
East Oakland—2325 East 14th Street. Brak Bros. & Bower
San Leandro—1123 E. 11th St. King's Garage
Hayward—330 B Street. Fred Starr
Livermore—First & L Street. M. Silva



NEW BUREAU TO RUN DOWN AUTO THIEVES

Seeking to stamp out the interstate trade in stolen automobiles, and aiming to protect prospective buyers and dealers in motor vehicles, a new department has been established in connection with the theft bureau of the Pacific Coast Automobile Underwriters' conference.

Arrangements have been made with the theft bureau of the conference throughout the country and all police officers for the receipt of information regarding all automobiles reported stolen in any quarter of the United States.

This information will be filed and cross-indexed in the new department, says C. D. Rand, Mercer distributor. The files will be open to all prospective buyers and dealers, who are urged to consult them and check up the engine, frame and other serial number of any machine, especially those bearing foreign license plates. An expert will be in charge of the department and will assist applicants for information in determining the status of the title of any automobile.

ASSIST POLICE

The purpose of the conference officials in establishing the new department is to wipe out the transcontinental traffic in stolen automobiles and assist other police agencies in trapping those engaged in the unlawful traffic.

"The information regarding automobiles stolen in other states will be copied for the state highway police, and an effort will be made by all police authorities to prevent the growing traffic and arrest members of the international thief gang on the highways."

"Not only will information regarding automobiles stolen in other states be kept by the California theft bureau of the conference, but the same co-operation which has been arranged for in every quarter of the United States, and to police officers in every community of the various districts of the conference."

"By the interchange of information regarding stolen automobiles, the theft bureau, which has become one of the great police organizations, make it most difficult for the auto thief who steals a car in one state, takes it to another, secures an ostensibly but fraudulent title to it, and then attempts to dispose of the stolen auto here, or in some other section of the country."

AD TO AUTO OWNERS

The new department will rival any similar department in police work in the country. The files will contain up-to-the-minute information regarding every stolen automobile in the United States, and will be one of the greatest assets of the prospective buyer and dealer in the automobile industry.

Consisting of the officer in charge of the new bureau in Los Angeles, dealers and prospective buyers of automobiles, especially those coming from foreign license plates, will save themselves thousands of dollars and will avoid legal proceedings in many instances through identifying the prospective buyer as a machine without a clear title.

28,000 MILES IS TIRE SET RECORD

One of the most interesting reports received recently concerning the tire mileage which is being delivered regularly by the Cole Aero Eight in actual service is that which was furnished by the Cole Motor Company of Denver, Colorado, according to L. D. Allen, president of the California Motor Sales Company, distributors of Cole Eights here.

One Aero Eight now running in Denver, which is used by taxi-cab drivers in handling tourists from Denver to Lookout Mountain, has negotiated 28,000 miles on its original tires. This record is hardly more extraordinary than the fact that it has made the round-trip averaged better than 12.5 miles per gallon at the type of work considered by engineers to be the most trying for which a passenger car can be used.

The Aero Eight tourists in constant service for the taxi-cab company, two have run more than 21,000 miles on original tires and another has a record of 26,253 miles. Among the five other Aero Eight tourists operated by this company the poorest record shown is 17,500 miles, ranging from that upward to 25,000 miles.

An Aero Eight sporter owned by J. G. Stanley of Denver has run 16,152 miles on its original tires and in the opinion of tire experts have 2000 miles of hard travel left in them. Another Aero Eight sporter owned by T. J. Patterson has a record of 14,110 miles on its original tires with the expectation of 6000 additional miles from them.

Probably the best record made by either of these has been made by a tourist owned and driven by Hugh and Phyllis, which has 9000 miles to its credit already with the possibility of 3000 more yet according to the estimate of tire experts.

The instances of excellent tire mileage records shown here are merely typical of many others which have been made by Cole Aero Eights all over the country. It is a significant fact that the tire mileage records made by Aero Eights used as taxi-cabs have probably better records than cars used by private owners.

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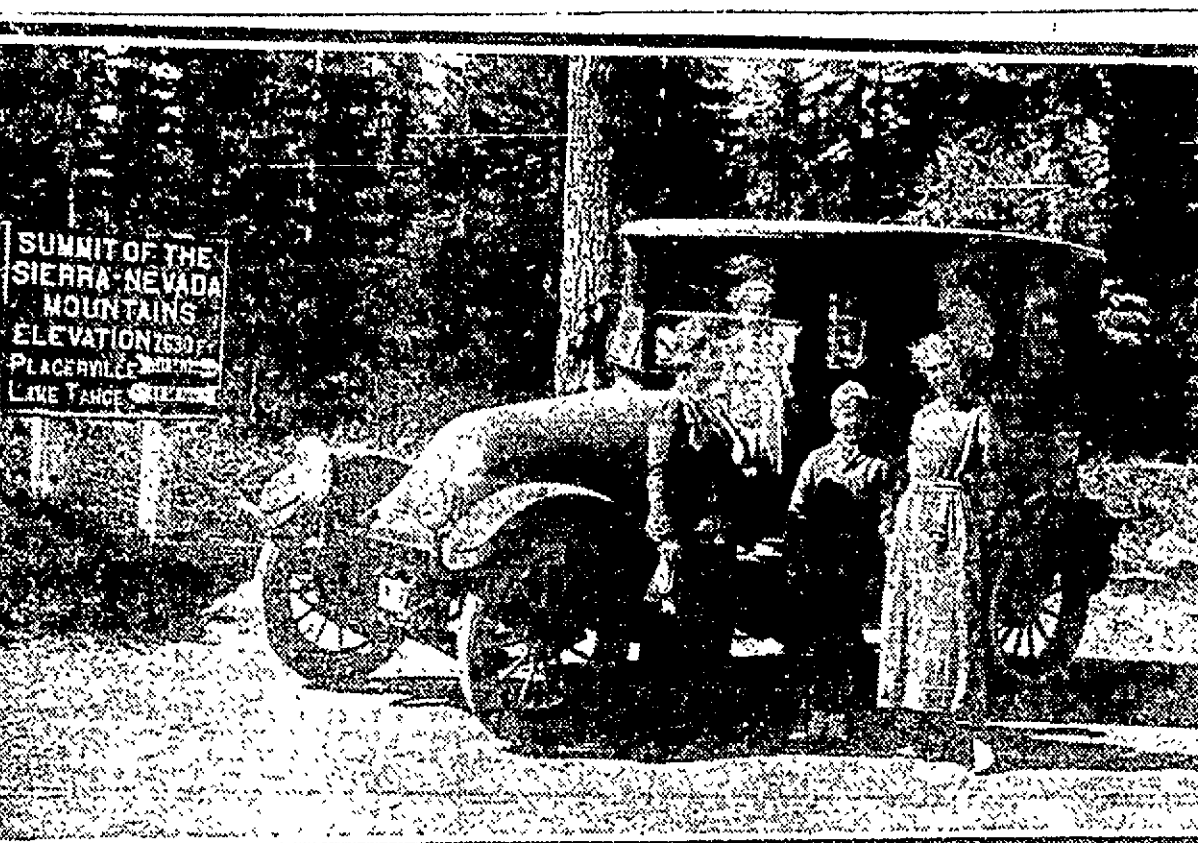
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A HAPPY PARTY OF LOCAL MOTORISTS WHO RECENTLY COMPLETED A VACATION tour after a long motor trip in this Franklin Sedan. Left to right, those in the group are: MRS. PAUL McMULLEN, PHYLLIS and FOSTER McMULLEN and MRS. E. MILLER.



Eight Auto Inspectors Are Named State to Teach Drivers New Law

The Motor Vehicle Department announces the appointment of the following eight inspectors: Michael Brown, San Mateo; H. D. Cloughley, San Francisco; G. T. Gilroy, San Diego; A. B. C. Hicks, Sacramento; Louis LaPlace, San Francisco; L. A. Manning, Oakland; G. F. Moynahan, Sacramento; J. C. Raber, Berkeley.

Starting September 23 these inspectors will go through the State co-operating with the local peace officers on a campaign of education and will instruct particularly in the method of enforcement of the Headlight Law.

The newly appointed inspectors were instructed as a class by Professor B. F. Raber of the Department of Mechanical and Electrical Engineering at the University of California last Friday and Saturday in the fundamental principals of headlight devices and candlepower limitations for the elimination of dangerous glare, and thoroughly grounded in the practical application of the Headlight Law and will be admirably equipped to impart this information in an understandable manner to the enforcing officers, justices of the peace, police judges, dealers, garage men and the motoring public.

On September 15 four instructing cars will be sent out from Sacramento with their itineraries fixed to cover every part of the state. Public demonstrations will be made each night showing the adjustment of headlights as to focus, parallelism and tilt. Arrangements will be made with local officials for a fixed time and place to hold such demonstrations and all justices, police officers and garage men, particularly, will be requested to attend.

Bill Larue Now Sports New Auto Declined to Wait Weeks for Car

Two of the big events in the sporting world in the past month have helped to prove the popularity of the Mitchell Six automobile, distributed in Northern California by the Frawley Motor Company. They were the decisive win of Bill Larue over Willie Meehan and the resignation of Allen T. Baun, an assistant of the Pacific Coast Baseball League.

Two days after William L'Heraux, alias Bill Larue, jumped into national prominence by defeating Willie Meehan, Pacific coast heavyweight champion, Larue decided he wanted an automobile. The size of the medal given him at the big Oakland Auditorium show was not sufficient to make Larue's wish entirely within the realm of possibilities, to say nothing of prospects of additional large medals as result of fighting Meehan again.

Bill knew the car he wanted and called Carl Christensen, Mitchell dealer in Oakland, to ask him if he could make delivery. Christensen said he could deliver one of the Victory Model Mitchell Sixes within three weeks time.

"Three weeks? nothing!" replied Larue. "I want it tomorrow. I am going to Los Angeles on my vacation."

"Well, in that case, I may be able to steal a Mitchell from a carload that arrived yesterday for local delivery," said Christensen, and the next day the big fighter and his Mitchell Six were on the highway bound for Los Angeles.

Another sporting notable who has just bought a Mitchell Six is Allen T. Baun, who a few weeks ago announced his resignation as president of the Pacific Coast Baseball League, after eight years of service. Baun has obtained the California agency for the McKee Glass Company, handling the McKee lens, and has given up baseball to apply all his

Trucks Valuable During Strike Products Are Rushed Into City

During the recent railroad strike in Northern California Service motor trucks in operation in this section of the state are said to not only have performed yeoman service, but demonstrated their usefulness as vehicles with which to transport products from the farms of the interior to the bay cities and proved their value as conveyors of perishable foods, according to a report that has just been compiled by the E. L. Peacock Auto Company.

On the last day of the period of the strike, when the situation was becoming alarming, four Service trucks, operated by the Bold Warehouse Company, San Francisco, were dispatched to Modesto to bring back to the bay city markets many tons of perishable fruits and vegetables and other foods which were destined for this point. The bulk of the great trainload of fruits and vegetables were delivered to the John D. Martin company market.

Two of the trucks sent out by the Bold Warehouse Company were carrying two tons capacity. According to the shipping lists each one of the 2 1/2-ton trucks carried a ton load and each one of the 2-ton trucks carried 1 1/2-ton loads. The total tonnage carried by the four motor trucks amounted to 15 1/2 tons.

Based upon the time of departure from San Francisco, the time of arrival in Modesto, the time of departure from Modesto on the return trip and the time of arrival in San Francisco, the round-trip was made in less than 24 hours. The actual running time on the return trip from Modesto to San Francisco, including the time consumed in crossing the

Contract Is Let In Mail Delivery

The Postal department last week signed a contract with the Owens Valley Transportation company for the delivery of mail through the desert towns across the Mojave and through Owens Valley as far as Bishop.

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TIRE TESTS IN YOSEMITE PROVE STRENUOUS ONES

Mention of Yellowstone park should no longer bring to the mind visions of six-horse stage coaches, of teams plodding mountain slopes ahead of rickety tourist carriages or creaking supply wagons.

The actual scene inside Gardner entrance at present is far different, for the 1800-head herd of fine horses has been sold, likewise the stages and big motor busses and trucks range the 3348 square miles.

The period of transition since 1917 has been a period of test. It has involved a search for pneumatic tires fitted to maintain a heavy working schedule week after week, without delay.

Goodyear pneumatic cord truck tires are said to be used on every wheel of 104 heavy units, comprising the twenty-seven ten-passenger busses, mounted on standard motor truck chassis, and the seven general duty motor trucks.

The adoption of these pneumatic truck tires has been developed a system of swift dispatch; thousands of sightseers are carried over great distances daily; the whole flow of a tremendous traffic is maintained with military exactness on the pneumatic tires; and enormous amounts of time are saved, above what horses or solid-tired units might accomplish.

This, obviously one of the nation's largest highway transportation enterprises, consequently has as its foundation the reliability of Cord tires just as the hauling plans of many extensive businesses now are based on the traction, cushioning, quickness and stamina of these tires.

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BE CAREFUL IN BATTERY CARE

"Don't be too generous with the distilled water when you're putting it in the battery," says Ernest E. Feltor, local Willard expert. "If you are, you're likely to do just as much harm as if you neglected to put in any water at all."

"Of course water is necessary, but the idea is to put in just enough to replace the amount that has evaporated. If you put in more, you're getting into trouble in two ways—you're overfilling the battery and you're making it more difficult to keep the top of the battery plates."

"If the water remained in the battery as water, there would be no chance of damage—but it doesn't. It mixes right in with the acid."

"Consequently if your battery is too full the acid begins to slop out at the top while the first need job and keeps spilling little by little until the damage is done. This acid is strong enough to eat through wood or iron, and will take the wooden bottom right out of the battery box."

"You'll suggest a lot of trouble if you remember, when you add distilled water, to stop as soon as the solution rises to half an inch over the tops of the battery plates."

McCLURE CURIOUS TO KNOW ABOUT STUDEBAKER

Hardly were the official greetings over between the TRIBUNE-Studebaker party and the officers of the motor club out on the Nevada desert before Colonel C. W. McClure, commanding the transcontinental train, showed his personal preference for automobiles, according to R. G. Bartlett of the Weaver-Wells Company, local distributors of the Studebaker, who was present.

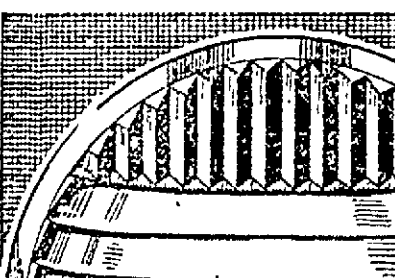
"That new Studebaker car the factory is turning out is worth sent out by Colonel McClure. You may put me down for one at least."

When told of the splendid performance of the Studebaker Big Six, which carried the party from this city to meeting place in Nevada, Colonel McClure said he was not in any way surprised at anything the Studebaker Big Six might do under any conditions.

Auto Encyclopedia Revised, Enlarged

The tenth edition of Dyke's automobile encyclopedia has been completed, according to word sent out by A. L. Dyke, the publisher. A number of changes have been made in the new edition, he writes, which include the addition of supplements on trucks, tractors, airplanes, airplane engines and a complete description of the Liberty engine.

A number of the training institutions for army and navy motor mechanics use the Dyke book for reference purposes.



It's all in the prism—and the exclusive concave-convex shape. They give 63% more useful light down the road—a side light necessary for general driving and eliminate all glare.

Ride Behind This Safe Lens

It's safe because it throws an intensely bright beam down the road for 600 feet ahead, lighting up inequalities and obstructions in time for you to avoid them.

It is safe because it gives a strong side light that shows up curbs, ditches and banks—tells you how close you can come to the edge of the road in passing cars—points out the condition of the crossroads so that you can pass or turn corners safely.

Approved unqualifiedly by the State. Accepted as the best all-purpose lens. Works fine with standard equipment. No changing of bulbs or tilting of brackets necessary.

Prices range from \$2.75 to \$4.75, depending on size.

Insist that your dealer sell you the McKee Lens. He can get them from

McCoy Motor Supply Co.
California Distributors
1524 Bush St., San Francisco. 1020 N. Los Angeles St., Los Angeles.

MCKEE LENS

J. A. ROOK (top), western manager of the Bethlehem truck interests, and F. C. CONRATH, his new assistant.



TRUCK COMPANY OFFICER ADVANCED

F. C. Conrath has been advanced from Inter Mountain states representative of the Bethlehem Motor Truck Corporation to that of assistant western representative of the same line, and he has already started work here under direction of J. A. Rook, the western district manager.

Conrath has been located in Denver for a year and a half, prior to which he was connected with the E. L. Peacock Auto Company of this city.

Rook has just returned from one of his frequent flying trips through Pacific Coast states. His itinerary on the recent completed last week embraced a visit to all of the National parks in the West, where he made a close study of truck operations in stage service and hauling work. He covered over 1000 miles.

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NEW CAR WINS PRAISE DURING U. S. ARMY RUN

Among the passenger cars used on the United States Army Motor Convoy run was a Willys-Knight seven-passenger car, which acted as a pilot, and three cars of a new type, all furnished by the Willys-Overland company. One of the three light Overland cars was used by Dr. Johnson, a member of the Lincoln Highway association, who was the official lecturer on the trip.

Another of the new models of the Overland series, Captain Minnis and other officers commissioned to supervise the taking of official photographs and moving pictures. The third light Overland car was assigned to newspaper representatives. It was common comment among the passengers in the four Overland cars that the cars took the roughest roads with ease.

The three Overland cars are of the same model, the new type of light weight construction, which, it is understood, the Willys-Overland company will bring out soon. Those who have seen the new cars declare that the new spring invention will mark one of the epochs in motor car building.

The adaptability of the new Overland car to trans-continental trips was first called to attention by the performance last year of a fleet of these cars on a test trip from coast to coast.

In a test which consumed several weeks and necessitated driving every day, great care was naturally exercised in the selection of cars to carry observers and passengers, to the end that the greatest degree of comfort consistent with car endurance and flexibility be secured. The choice of the new Overland model in the selection of officials and newspaper men was considered a tribute to the comfort quality which the Willys-Overland company claims for its new type.

TWO-TON TRUCKS BEST FOR FARMS

"The ton, one and one-half-ton and two-ton truck models are better adapted for general farm work, and consequently have gained greater popularity in the rural districts," according to Charles Griffith, distributor of Diamond T. trucks.

"The prices obtained from many classes of products by the farmer depends to a large extent upon his ability to place them on the market in good condition, at the right time. The ordinary or established methods of marketing farm products do not take promptness into consideration."

The majority of farm products which require quick marketing can be handled on trucks of one or two tons capacity. Naturally they are faster, easier to drive and more economical in operation, and they will not over rough roads easier than a heavy duty model.

"Indeed the weakest part of transportation of farm products to the consumer is at the first end of the line, that between the farmer and his town. It costs on an average as much today to haul the products of the farms in the mid-western states from the farm to the shipping point as it does to ship them by freight to the general market."

"We have long recognized the importance of the motor truck to the farmer, and have investigated every angle of the farmer's transportation problem in different parts of the country, and our models were designed in particularly to meet the requirements of farm work."

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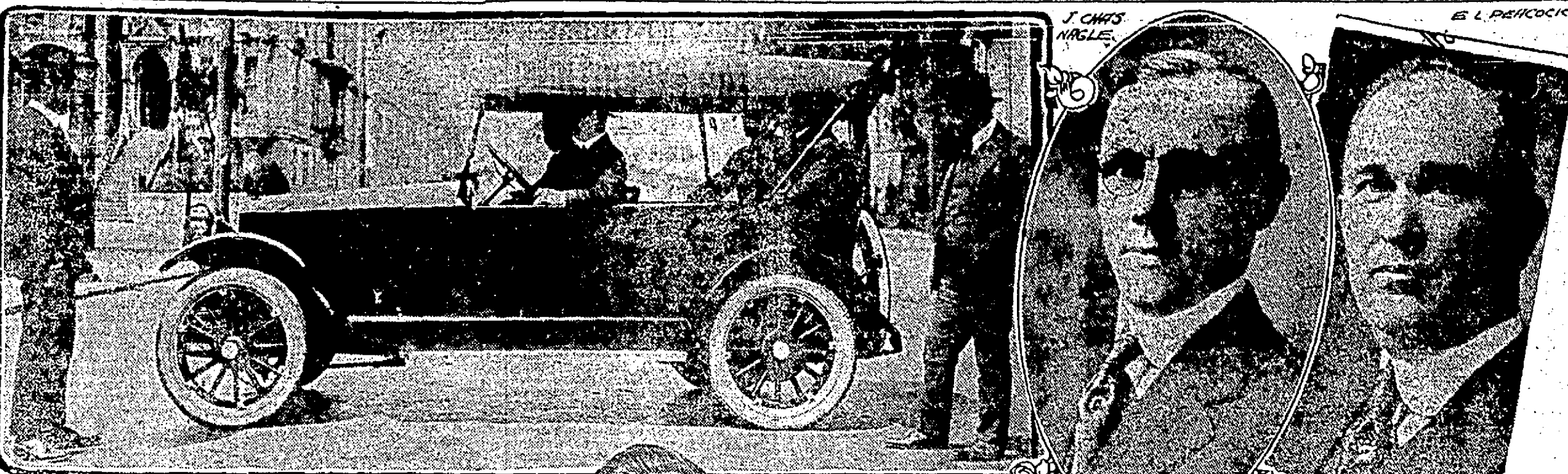
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SIDE VIEW OF THE NEW CLEVELAND SIX TOURING CAR, THE LATEST CREATION OF THE AUTOMOBILE INDUSTRY. THE CAR REACHED OAKLAND YESTERDAY AND IS THE CENTER OF INTEREST AMONG MOTOR FANS ALONG "AUTO ROW." Standing beside and seated from left to right are: J. CHARLES NAGLE, ROY B. ALEXANDER, E. LEONARD PEACOCK, DEVER McLAREN, A. E. HUNTER and J. H. FLYNN.



AUTO MUCH TALKED OF IS SHOWN HERE

The Cleveland Six automobile—the car that has been talked about for many months—made its appearance in Oakland yesterday afternoon.

It is on display in the salesrooms of the E. L. Peacock Auto company, in Broadway, for today only. The interest that has been taken in the car ever since it first became known that it was to be one of the season's automobile offerings, will, it is believed, bring out a large following of motor fans, motor car owners and prospective ones.

The unusual interest that is being taken in the car, it is said, is due to the fact that practically the same financial interests that sponsored the Chandler car have favored the new Cleveland Six.

REPUTATION GREAT
Already the Cleveland has attained a nation-wide reputation as "the little sister of the Chandler." The close relationship between the two cars, although they are being manufactured by wholly separate organizations and in factories that are in no way connected, prevails uppermost in the minds of the public.

Local automobile dealers are a unit in the opinion that no car was ever before brought out under more auspicious circumstances. For many months the arrival of the Cleveland has been eagerly awaited, for the public is said to have taken kindly to the idea that the policies which governed and made a big success of the Chandler guarantee and assure the success of the Cleveland.

In its mechanical details, according to the factory specifications, the Cleveland is an overhead-valve six on a 112-inch wheelbase, carrying five passengers in the touring car. The complete line includes a roadster model of the four-passenger capacity, a four-passenger coupe, and a five-passenger sedan.

ENGINE DETACHABLE
The engine is a detachable head unit, the cylinders are cast in block. The valves are operated by rocker arms, the entire valve assembly being in a unit with the detachable head. The cylinder dimensions are 3 1/2 by 4 1/2 inches.

Cast iron pistons with three rings are employed. The piston pin bearing is in the top of the connecting rod. The piston is of the standard type, has been adhered to throughout. The crankshaft is carried on three bearings, all lined with die-cast babbit. The shaft diameter is two inches at the main bearings and 1 1/2 inches at the crank pins.

Morse chain drive is used for the camshaft and generator. The camshaft, which is located in the crankcase, is one inch in diameter and can be removed endwise after taking off the chain cover. The valves are driven through mushroom tappets and valve lifters to the overhead rockers, which operate directly on the valve stems. The rocker shaft is made in two parts of seamless steel tubing. Within it there is an oil wick supplied by two overhead oilers, each of which takes care of one part of the tubular shaft, which extends over three cylinders. Clearance adjustment is made by a setscrew through the end of the rocker arm over the valve stem.

HOOT AIR USED.
A hot air stove is employed to warm the air before it is brought to the one-inch Stromberg carburetor and the mixture passes through a passage surrounded by jacket water. Cooling is effected by the water passing through a hollow shaft to the main and camshaft bearings. An oil lead is also carried to the chain case, these leads being supplied by a gear pump, which is located in a sump at the rear end of the pressed steel oil pan and driven by spiral gear off the end of the camshaft. An oil pressure gauge is carried on the front of the oil pan. The pistons and other motor mechanisms is by splash.

COOLING PUMP.
Pump cooling is employed in connection with a Mayo radiator. The water-pump and fan are driven by an endless "V" belt off the generator shaft. The cooling system has a capacity of three gallons, and all parts of the combustion chamber are thoroughly cooled.

Hotchkiss drive is employed, the rear axle being a floating type with semi-elliptic springs as regards accessibility. The pinion shaft assembly, for instance, is a unit, being mounted on two Timken bearings in an independent carrier which is screwed into the axle housing.

TRANSMISSION BRAKE.
A transmission hand brake is employed with the service brake, a cone-type type on the rear axle. The front axle is an Elliott type with steering by the worm and sector Detwaller assembly. The tire size is 32 by 3 with Firestone rims as standard. The wheels are wood spokes. Semi-elliptic spring suspension is used with 2 1/2-inch front and 5 1/2 by 2-inch rear.

The equipment consists of a one-man four-low top, Johnson curtain lights, nickel bound, door-opening windows, Van Stieken speedometer, ammeter, choke, ignition lock and the usual tool equipment.

The body of the car is finished in Cleveland blue; hood, fenders and

VERMONT TOWN SETS PACE IN ROAD BUILDING

Although it has only 700 inhabitants, the town of Barre, Vt., is setting a worthy example for larger municipalities, in the building of highways. This village recently demonstrated its enterprise by purchasing a motor truck for use in maintaining the roads in its district. The truck is a General Motors model equipped with a steel dump body and a hydraulic hoist. That a town of this size has proved itself so keenly alive to the advantages of proper highway facilities speaks well for the spirit of its taxpayers. It is evident from this and other recent sales that the good roads movement has opened a new and fertile field for the motor truck dealer.

When Oil Pressure Is Low, Try This

When the oil pressure on the high-pressure system refuses to come up to its maximum amount, generally about twenty-five pounds, it is probable the ball check valve is clogged with dirt. This can be removed very quickly with the aid of a piece of bent wire. Remove the oil line from the pump and snap the ball check valve up and down several times with the bent wire. The wire hook should be made from a 3-16 inch rod with a 2-5 inch hook at the end bent at right angles.

SPARK DEVICES UNDERGO CHANGE

Rarely does one encounter a more fitting example of the astonishing rapidity of the motor car industry's growth than is afforded by the history of the Spiltdorf Electrical company. Not so long ago but that some of our youngest men remember it, Charles Spiltdorf of New York engaged in a small way in electrical manufacturing. The output of the concern was varied and of high quality, which is one reason why the infant automobile industry of America looked to it to supply American ignition apparatus.

Requirements were simple in those days, but notwithstanding, up to that time American manufacturers were forced to import their ignition equipment. The first spark coils to be wound in this country were turned out by C. P. Spiltdorf. The success of these coils was a strong influence in bringing about the change from the make-and-break ignition to the jump-spark system now universal.

Just as Spiltdorf was quick to see the need for an American-made coil, so the need for an American-made coil was seen when these improvements on battery systems began to come into vogue. His magnetos were among the first to be built in this country and competed successfully for several years with the German product.

VERIFIED FACTS.
These are not mere statements or claims. They are facts which the car itself verifies. Back of them is a three-year period of exhaustive test and development, not of one, but of many Cleveland Sixes. Back of them is the combined skill, experience and genius of a group of men who have made a distinguished success building fine cars. Back of them is an unchallenged reputation for giving the utmost for the money.

"The personnel of the Cleveland Automobile company shows the intimate relationship between the Chandler and Cleveland cars, and has been accepted all over the country as an assurance of the quality of the new car, the character of its distributors and dealers, and the service policies that will prevail at all times." Of the Cleveland company, the following are its officers:

"J. V. Whitbeck, president, formerly chief engineer, Chandler Motor Car company; Sid Black, vice president, formerly assistant sales manager, Chandler Motor Car company; J. I. Krall, secretary-treasurer, formerly assistant treasurer, Chandler Motor Car company; F. C. Chandler, chairman of the board, president, Chandler Motor Car company; and Samuel Regar, chairman of the finance committee, treasurer, Chandler Motor Car company."

MARTINEZ - BENICIA FERRY AND TRANSPORTATION CO.
Half hour boats leave Martinez 9:30 a. m. to 7:30 p. m. Leave Benicia 10 a. m. to 8 p. m.

SUMMER SCHEDULE
Leave Benicia: 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:00, 11:30, 12:00. Leave Martinez: 7:15, 7:45, 8:15, 8:45, 9:15, 9:45, 10:15, 10:45, 11:15, 11:45, 12:15.

Effective May 1, 1917

RICHMOND-SAN RAFAEL FERRY
SUMMER SCHEDULE EFFECTIVE MAY 1, 1919 DAILY EXCEPT SUNDAYS

Leave Richmond: 7:00, 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:00, 11:30, 12:00. Leave San Rafael: 7:15, 7:45, 8:15, 8:45, 9:15, 9:45, 10:15, 10:45, 11:15, 11:45, 12:15.

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Extra trips when necessary. R. & S. R. & T. & T. CO. Phone Rich. 25.



A. E. HUNTER.

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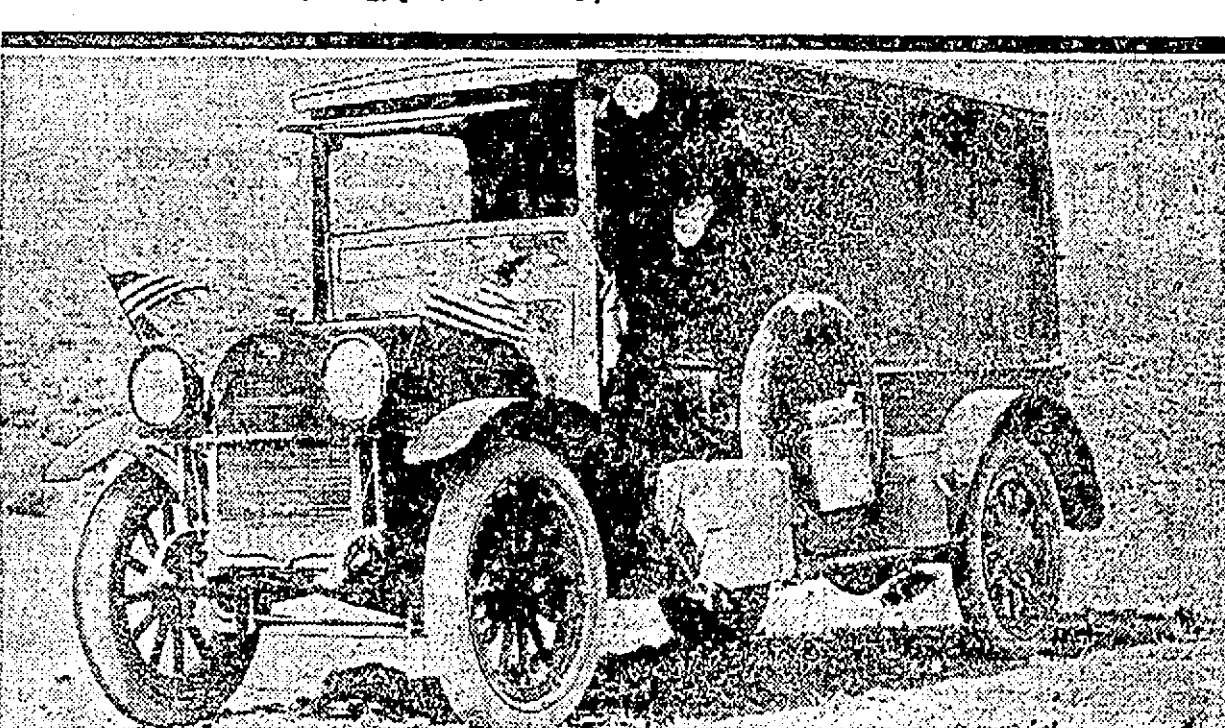
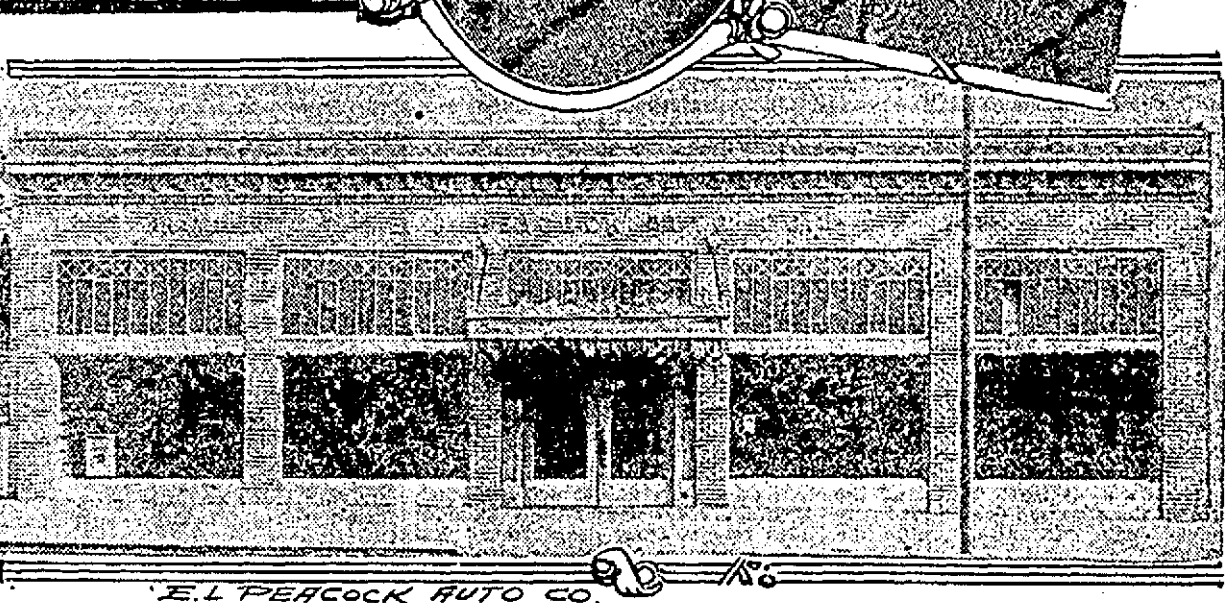
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THE REO TRUCK, ONE OF TWO CARS WHICH THE KNIGHTS OF COLUMBUS USED IN carrying candies, cigarettes and other necessities across the land to dispense to members of the Army motor truck convoy. The K. of C. added another chapter to their splendid war service work.

Auto Man Opens New Service Depot Here
E. F. Gainer, who was formerly in charge of the battery department of the Don Lee Cadillac company, has joined forces with A. E. Wignmore and they have opened a battery service station at 1908-1910 Telegraph avenue. They will distribute Willard Threaded Rubber batteries and be known as the Battery Service company.

In speaking of batteries, Mr. Gainer states one of the most common causes of all battery trouble is overcharging. This is usually caused by the failure of not turning the light on long trips when the battery is highly charged, or because the car owner has failed to keep his battery filled with distilled water to a level

of one-half inch above the top of the plates. This is one important detail and every car owner should have his battery inspected and distilled water added at least twice a month.

Don't pass street cars faster than ten miles per hour. Don't use a street of any kind. The use of such a weapon of war is prohibited to fire and police department machines.

The remarkable simplicity and accessibility of Dort construction not only makes the car long-lived but over a period of time saves you a considerable sum in time and money.

\$1155
in California

Base C. Anthony, Inc.
INVESTMENT, AUTHORITY SERVICE

2100 Broadway

LAKESIDE 2790

H. O. HARRISON CO.

2810 Broadway

LAKESIDE 2790



Certified by Goodrich More-Mileage Adjustment

Whenever you buy anything, something measures it out, certifying how much of it you get. It may be by count, by a yardstick, or a pair of scales.

The tire user has settled on the mile as his measuring unit of service.

Goodrich, accepting his measurement, certifies both the quality and quantity of Goodrich Tires with the Goodrich More-Mileage Adjustment—6,000 miles for Fabric Tires—8,000 miles for Silver-town Cords.

Goodrich is making big, powerful, enduring tires, the best Goodrich's long experience and skill can produce. It has pleased thousands of Goodrich dealers and users to tell us they "are the best tires the rubber industry has produced."

At every step in making these tires, relentless inspection, watchful of Goodrich's good name, is on guard to see that each tire comes forth physically fit, measuring up to the high quality set for Goodrich Tires.

Then Goodrich Certification steps in, and measures out to the tire user in his own unit the least he with proper usage will get from a Goodrich Tire.

It gives tire users the peak standard, at once a gauge to appraise the value of other tires, and a surety bond for the Goodrich Tires he is buying.

Buy Goodrich Tires from a Dealer

ADJUSTMENT
Fabrics - 6,000 miles
Silvertown Cords - 8,000 miles

GOODRICH TIRES

"BEST IN THE LONG RUN"

GOODRICH SAFETY TREAD

GOODRICH SAFETY TREAD

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POOR ROADS GIVES SOLDIERS TOUGH TIME

By C. W. EDEN,

Firestone Tire and Rubber Company Representative, with Army Motor Transport Convoy on Transcontinental Tour.

It's great to be a pioneer, but soldiers of the Motor Transport corps, the first to complete a motor transport tour, are not so sure of the value of the tour, as they are of the value of the tour.

They never weakened. Far from it. But ask any of them if they want to go back over the sun-baked highways. Ask them if they would like to spend a few more weeks pulling a twenty-ton truck out of the chuckholes or guiding a big transport over the perilous winding mountain highways. Ask them if they would like to make up the miles on the trigger, for an erstwhile sand-digging soldier may get mad, and if he does, watch your step.

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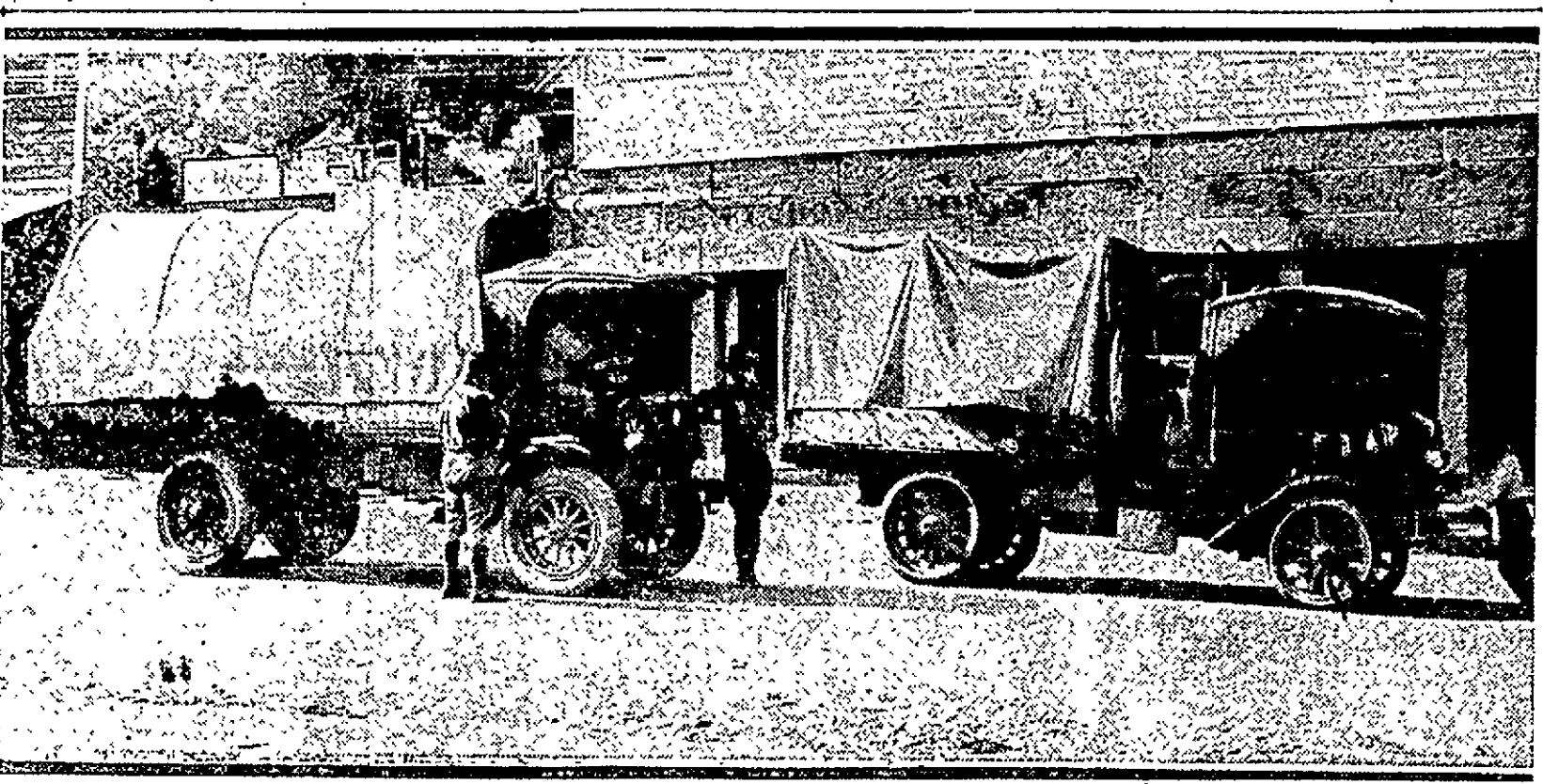
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TWO AUTOCAR TRUCKS WHICH ASSISTED IN GREETING THE ARMY MOTOR CONVOY YESTERDAY. THE LARGER is a new three-ton model which received its final test on a fast tour across the continent and the other a standard Autocar truck model. These two were with the caravan for a good part of the way across the land but arrived in Oakland nearly a week ahead of the motor fleet.



These two Autocar trucks, one a new three-ton model and the other a standard model, assisted in greeting the army motor convoy yesterday. They were with the caravan for a good part of the way across the land but arrived in Oakland nearly a week ahead of the motor fleet.

OUR LAWMAKERS ENJOY MOTORING

What with the bitter controversy over the League of Nations, the unravelling of the railroads, to say nothing of the government fight being waged against the high cost of living, it would seem that the people's representatives at Washington would find little time to enjoy many of life's comforts. But they do.

Many prominent men in the affairs of the nation find the motor car not only a means of obtaining much needed relaxation from the daily grind of law making, but have come to look upon the automobile as an actual necessity. Many of the daily conferences at Washington could be considerably delayed or not for the speedy, always-ready motor car—and it is obvious that many more appointments can be made and kept with the motor cars as the vehicle of transport.

NATIONAL FAVORITES While automobiles of practically every popular make are to be seen on Pennsylvania avenue, it is interesting to note that many of the foremost men at the nation's capital ride in Studebakers. The quiet, dignified lines of these new cars, their speed, power and traditional dependability, have made them national favorites. Since their announcement, some eighteen months ago their popularity has swept the country and been a favorite topic of conversation wherever motor cars are discussed.

E. W. Nordell, Republican floor leader and representative from Wyoming, is one of the prominent owners of a Studebaker 12v Six. Hon. F. W. McPherson, who has been seen administering come and go, and who is now chairman of a number of House committees, is also a devoted motorist, fan and Studebaker owner. Other well known figures of national importance who have recently purchased Studebakers include Representative C. D. Carter of Oklahoma, who is chairman of the committee on Indian Affairs, and Senator Norris, Republican of Nebraska.

The Army and Navy, as represented by the fact that he had used one, returned from overseas, have also found the new Studebaker cars capable of meeting their every requirement. The fact that he had used one, returned from overseas, have also found the new Studebaker cars capable of meeting their every requirement.

Major General C. A. Flieger, commandant at Camp Humphreys, is an enthusiastic owner of a new Big Six. His purchase was noteworthy in view of the fact that he had used one, returned from overseas, have also found the new Studebaker cars capable of meeting their every requirement.

Admiral J. S. Mahan and Capt. Schlabach, and Berthoff of the United States navy, and Colonel Northrop, and Capt. Griffith, Bennett and Chapman of the United States Army.

M. Collins, head of the Greek embassy at Washington, and members of the Columbia legion, use their Studebaker cars for business and pleasure trips around the capital city. Among the judiciary, Studebaker cars are owned by Judges Gard and Foster, both prominent Washingtonians.

Don't climb on cars or attempt to manipulate brakes, starting crank, misdirection.

Don't drink the child on the curb. Remember he can start quicker than you can stop.

Don't run the motor in court for trial on the date set, in case of arrest.

The recurring branch of the convey has been very successful and the charge of the world has secured more than three hundred recruits for the Motor Transport corps during the trip. Many others have been interested and have studied their intentions of signing up as quickly as business affairs will permit.

The wonderful highway system of California made the last few days of the trip easy for the motor of the convey. They were a great relief.

"We'll get there, all right," was the laconic way in which Colonel C. W. McClure started the journey from Washington. Many obstacles have been overcome to make good that promise, but the promise has been kept by the men of the army motor transport fleet.

The careful operator always keeps his eyes open for any warning of trouble in the oiling system.

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Greater Interest Taken in Motoring Many Answer Call of Open Road

The increased interest in sports which has followed the enforcement of prohibition since July 1 is reflected in a greater interest in motoring. Edward S. Jordan, president of the Jordan Motor Car company, traces at least a part of the present unsurpassed demand for passenger cars to the prohibition regime.

"There are a great many men," claims Jordan, "who are going to answer the call of the open road for the first time in their lives. There is an exhilaration in driving a car that appeals to every red-blooded man. There is no joy, except flying, quite like sitting at the wheel of your car with plenty of reserve power to call on and the road stretching out free before you. Scores of men who used to spend their spare time at their clubs or favorite cafes, are now spending an extra hour or so every day in their automobiles.

"I do not pretend to say how much of the present demand for automobiles results from prohibition. But I do believe that prohibition plays a real part in causing this demand. In fact I will make this prediction: In every town in the country big enough to support a men's club there will be at least a thousand more motorists on July 1st, 1920, than there were when prohibition went into effect this year."

Benjamin Briscoe and Rodolphe Stahl with Robert Bellanger, L. L. Faure, and R. dela Moussaye, are touring America inspecting automotive plants of every character and studying trade conditions, with well formulated plans for export of automotive materials of every character, automotive machinery on a large scale, means and a variety of commercial products. The trip of Briscoe and Stahl, who have designed for Bellanger Freres, the great Parisian manufacturers, a car which is to be made in their huge plant at Neuilly, a Paris suburb, with their French clients, has proven an eye-opener to the American manufacturers and business men, who see in this big business venture every indication of a closer commercial union that will exist between France and the United States as a result of the influence made more prominent by the great war.

When Messrs. Bellanger, Faure and dela Moussaye reached New York they entered into business affairs with a zest and expressed themselves as desiring no delay in their program so extensive as to be starting for so inclusive an immediate organization of an export and import bank, the purchase of steel vessels to carry materials to Europe, the securing of a large warehouse at New York from which to handle the goods purchased for export to France and the French colonies, and the organization of an export and import company. In the bank and the export company they desired to participate with American investors and business men.

Their demands, which it was supposed would be for automotive materials to be manufactured into cars of the model designed and awaiting their inspection, were larger than expected, covering a wide range of goods. They inspected the automobile model, tested it and heartily congratulated Briscoe and Stahl for their inspection, were larger than expected, covering a wide range of goods. They inspected the automobile model, tested it and heartily congratulated Briscoe and Stahl for their inspection, were larger than expected, covering a wide range of goods.

That some merchants are availing themselves of this extension of service is evident in a Brooklyn, N. Y., performance of a Paige truck in his delivery service and it also speaks well of the durability of the truck," said J. D. McLaughlin, Paige distributor.

This statement tells of a Paige model 50-18 24-ton truck traveling 5,700 miles in less than five months in the overland delivery service of a wholesale butter and egg business, between Brooklyn, N. Y., and Philadelphia, Pa., a distance of over 100 miles. The owner also claims that this truck has given day in and day out service every minute of the time, and also that it has never been necessary to have the slightest repairs made.

It is worth noting especially when the distance is considered, verify the claim that durability and serviceability are the factors that truck builders must meet steadfastly in mind to most present-day needs."

Q—Who is the largest magnet maker in this country? Who is the largest maker of storage batteries for automobiles?

A—The Spilldorf Electrical company, Newark, N. J., maker of Dixie and Aero magnets. 2. The Willard Storage Battery company, Cleveland, Ohio.

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FRENCH INSPECT U. S. AUTO PLANTS

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MARINE CORPS ADOPTS TRUCK FOR EXPEDITIONS

This is to notify you that the Nash two-ton Quady has been adopted by the Marine Corps Standardization Board as the standard duty truck for expeditions.—Major Utley, U. S. Marine Corps.

This message, received at the factory of the Nash Motors company, is official recognition of the ability of this truck to perform satisfactorily, even under abnormal conditions.

"The decision as to the standard was arrived at first by combing the files of the office of the Quartermaster, Headquarters Marine Corps, Washington, D. C. for every report available," writes Major Utley; "second, by writing to all experienced quartermasters who could be reached and asking for their recommendations and third, by obtaining from the Army Motor Transport Corps information and data on the standardization of motor transportation, reports, criticisms and recommendations."

"This mass of data was referred to the standardization board, consisting of Majors Conger, Horton and Judson. The board then made thorough tests of the Nash Quady, and submitted its recommendations to the major general commanding."

Briefly, this means that from now on whenever the Marine Corps finds it necessary to send the Fighting Marines, Nash Quads will go to transport supplies, bring up guns and ammunition and, in short, do all the various hauling tasks necessary.

Quality rather than cheapness, will be the guiding star in automobile development of the industry in the next years, at least, is expected to be distinctly in the direction of higher quality, according to government authorities. They point out that with the demand for automobiles far exceeding the capacity of the plants there is no need of producing a cheaper quality to stimulate sales.

Official advice received by Lawrence from the Ford factory tell of increased daily production of Ford cars, and the advice state that a mark of 5000 cars a day will soon be reached.

Clarke is enthusiastic over the increased market Ford cars will have now that touring and other open models are to be fitted with self starters. They do away with the antiquated cranking methods and overcome the destructive element of racing the motor after the engine has started turning over.

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JAMES "FORD" CLARK, well known in Oakland, and a recent addition to the H. M. Lawrence Com- pany staff.

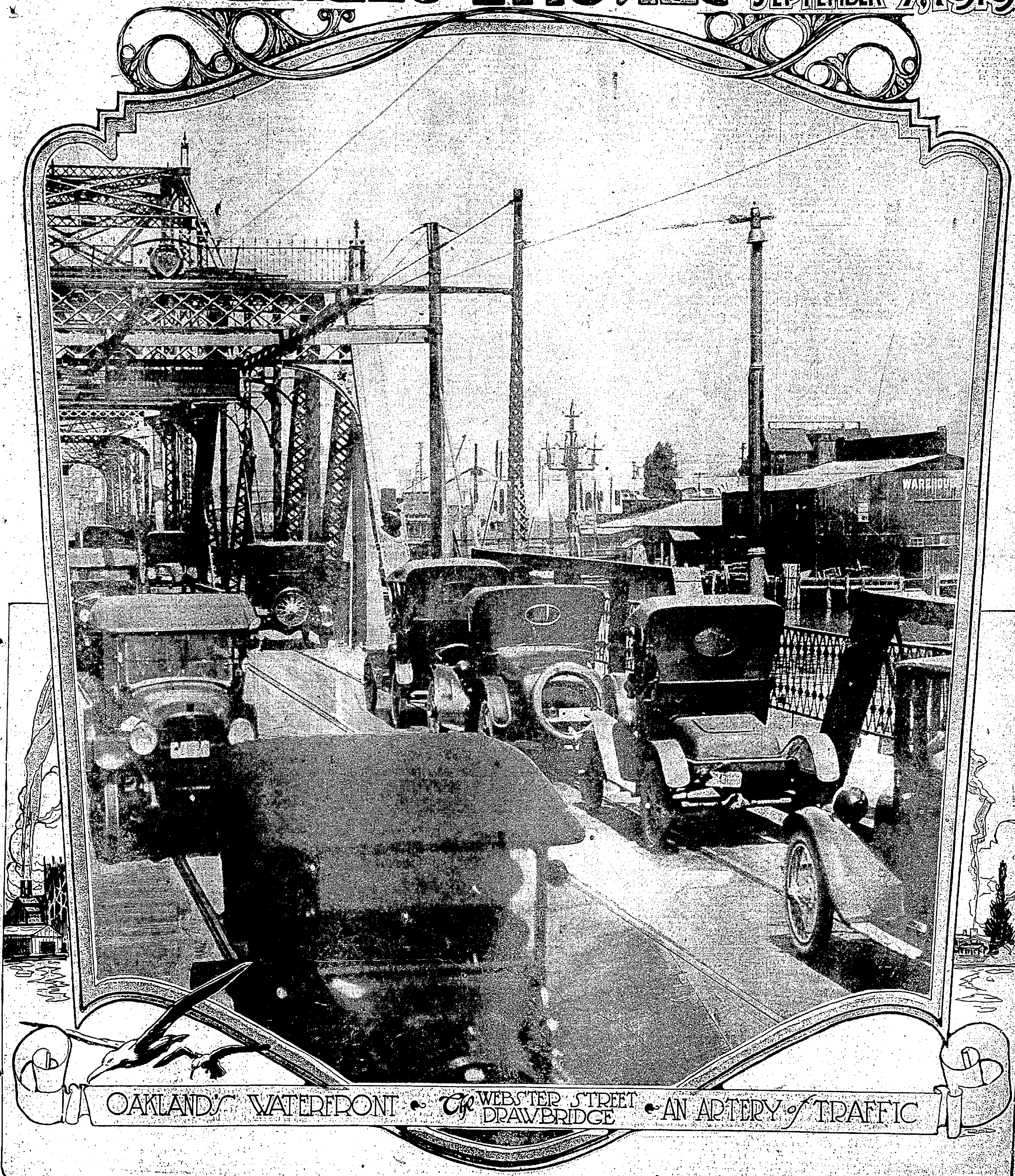


AUTO SALESMAN GETS NEW POST

James "Ford" Clark, formerly connected with one of the large Eastbay automobile concerns, is now a member of the H. M. Lawrence Ford sales force. He has had a successful career in selling Ford cars and should again be one of the leading salesmen for this product in Alameda county.

OT Oakland Tribune

MAGAZINE
SECTION
SEPTEMBER 7, 1919.



OAKLAND'S WATERFRONT • The WEBSTER STREET DRAWBRIDGE • AN ARTERY OF TRAFFIC

exception of two short trips to New

York and a month's stay in San Francisco, she had never lived away from Sumterville, and she could not have met, and forgotten this man. His entire personality was too intense, his extraordinary, too immense, vital!

The tale he told was fantastic.

He dealt with men and women whose very emotions, whose very philosophy of life, whose very sense of right and wrong, were diametrically opposite to hers. Yet, somehow, the tale rang true. Give the basic difference in philosophy and morality, it was logical. It dove-tailed.

Yes!—she said afterward, commenting upon her experience—the tale was unfolded to her; but unfolded, unrolled, rather, like a sero covered with hieroglyphics which she could not understand; unintelligible like the mystery of an incomunicable, brooding energy, silent and speechless and secluded and troubling, Oriental, receding before her probing, nervous American mind—like a desert. He must have felt something of the sort, he spoke of it.

"No use trying," he said.

"Trying what?"

"To find a motivation other than the one I give you to analyze it according to your American standards of right and wrong. Standard? Why? You people in Sumterville—"

"How did you come from Sumterville?" she asked quickly.

"Why, you told me so."

"Did I?"

"To be sure. How else would I know my dose of your lady's Sumterville have your own standardards, and these people of whom you speak of have theirs. You may be right." "Who can decide Only facts remain."

And then, with a broad sweep of words and gestures, he carried her to Morocco; the Morocco of fifty years ago, the North African part of the Orient.

The Orient! That charming disclosure of the utterly respectful

It was the tale of Moroccan Arab and an English girl, the tale told to quote Mr. Durant's own words of the cruel jest which Fate played on the human heart, when she entwined her love with a girl with blue eyes and fair hair and Western civilization and Western morality and a man with black-black hair and an olive complexion, Eastern civilization and morality and prejudices.

"Ali Musa al-Jayli was the Arab's name," said Mr. Durant, "and he was an enthusiastic young gentleman in his own country, you know, a student of the Prophet, I believe, and with a written pedigree reaching back to the time when the East was slowly rising above its barbarism while the West was still in the doorway of primitive creoson. But he freely acknowledged the power and strength and genius of the white-skinned Christians who had become masters over him in Asia and North Africa were having one of their periodical lapses."

So his father being dead, he became an heir to his tribe, and he went to go to England. He did it plucked with both hands at the fruit of the tree of Western Wisdom, he took himself in European literature, history and political science, discarded the prejudices of his own people. He nearly discarded the religion of his own people—Islam—the place of Allah, the Prophet, and the five pillars of Mohammed saints, a set of brand-new, neat little ideas, labeled Burke, John Stuart Mill, Tonnipatri, Herbert Spencer, and the rest of the Brotherhood, regardless of Race and Color. He even became an adept at cricket and can Anglicanize, in a way Europeanization, go further?"

"Can you imagine him?" asked Maria, intensely interested.

"Iather. We roomed together in college. Yes, he even became an adept at cricket, and myself as a cricketer, though he made a century at it."

"On that day he gave—spiritually speaking—a kick to the fierce desert Prophet Mohammed, of whom he thought descent, and had" "whom thoughts of Allah, the Prophet of Gahlee, a house in the Masjid at Bagdady, a subscription to the London Times, the Pink 'Un, and Punch, and admission to the English bar, a potential Q. C., and English-born children—olive-skinned, perhaps dark-nosed, with small, narrow Arab teeth and hands—but with the blue eyes of the Anglo-Saxon and a thorough knowledge of the English language, the quality thought of the big city of London due to a Miss—oh, I forgot her name."

"You knew her, Mr. Durant?"

"I did, but I can't think of her name. Roberts—Robert—she makes no difference—let's call her Jane Robinson. Anyway, he met her, and she loved him. Romantic wasn't it?"

"Yes."

"Wrong!" Mr. Durant laughed disagreeably.

"It was not romantic. It was sordid and nasty and pathetic."

"How can a pathetic thing be nasty?"

"Call it—when the girl in the case has a brother, such as Jane Robinson had, Thomas Robinson—let's call him—was cursed with a malicious, malignant, maddening youth."

"He was very young, and his chief deliries were Ifich Church, Ifich Toryism, and Old Port. To these he added, as secondary deliries, intolerance and Green Tea. He was a young man, but simply did not know those young men about whom you may easily produce a false impression if you describe them at all."

"No," Mr. Durant continued, "but I am sure that he was a very decent sort, only he was so naively ignorant!"

"Naively—Occidental?" interrupted Mary Parmice, starting at the word.

"Yes," said Mr. Durant, "the tale was much as by that curious series of emotion, of emotional intimacy which was about the man and which was, alas, fantastic, exotic, as it was, seemed only to increase."

(Continued Tomorrow.)

FILM and SCREEN C. Nario.

Famed Authors Writing New Film Scenarios

Twelve new stories, all of them by well-known novelists, magazine writers and film authors, are now being put into scenario form under the direction of Eugene Mullin at Universal City for use in the forthcoming fall and winter productions.

The list includes "The Peddler," by Henry C. Rowland; "No Experience Required," by Frank R. Adams; "Myself, Becky," by W. Carey Wonderly; "The Strange Case of Cavendish," by Randall Parish; "Wits and the Woman," by Violet Irving; "The Beach Comber," by J. G. Hawks; "The Breath of the Gods," by Sydney McCall; "The Hillman," by H. Tipton Steek; "Ambition," by Allen Holubar; "Ditty Reforms," by Mildred Connelley; and "A Man of Wrath," by Frederick J. Jackson.

"The Peddler," by Rowland, appeared in the Saturday Evening Post and is to be Monroe Salisbury's next starring vehicle. Douglas Gerrard will direct the screen version of this popular story.

"No Experience Required" was published in The Blue Book, which has featured many of Frank R. Adams' best known short stories. It is to be produced by Paul Powell with a selected cast. Adams has also written for the Cosmopolitan and the Red Book.

W. Carey Wonderly, who wrote "Myself, Becky," is a prolific writer, his stories of real life having appeared in Smart Set, Snappy Stories and kindred publications. Mary MacLaren is to be starred in this story, which Tod Browning will direct.

"The Strange Case of Cavendish," the popular novel by Randall Parish, is to be made into an eighteen-episode serial, which Reeves Eason will direct. Eason was Allen Holubar's directorial assistant in the production of "The Heart of Humanity."

"Wits and the Woman," a novel which has just been published by Sam Maynard & Co., is also to be made into a chaptered melodrama.

Elmo Lincoln, the star of "Tarzan of the Apes," and the recent serial "Elmo the Mighty," is to be featured in "The Beach Comber," J. G. Hawks, the author, wrote Monroe Salisbury's last starring vehicle, "Sundown Trail," as well as many of William S. Hart's and Dorothy Dutton's successes. Rex Ingram is to direct this feature.

Sydney McCall's well known novel, "The Breath of the Gods," is to be Tod Browning's first Universal starring vehicle. It will be directed by Rollin Sturgeon.

"The Hillman," by H. Tipton Steek, was specially written for Carey by the well-known film author. Steek also prepared the continuity. He will be remembered for his cleverly woven scenario for Rex Hart's "The Luck of the Draw," a recent Carey release.

Dorothy Phillips is to be starred in "Ambition," a story which Allen Holubar, her director, has written for her.

"Ditty Reforms," by Mildred Connelley, is to be produced by William C. Dowling, who has written "The Luck of the Draw," a recent Carey release. He will use a carefully selected cast.

Frederick J. Jackson, who wrote Carey's "The Ace of the Saddle," has written "A Man of Wrath" for the western star. It will be produced following "The Hillman," Jackson is a well-known magazine author, who has also written extensively for the screen.

In addition to these feature productions the Universal has an entire separate scenario department at work under William Pigott, buying the best literary material available for two-reel comedies.

Authors Arrange For Screen Presentations

Benjamin D. Hampton, the motion picture producer who originated the idea of filming the novels of famous authors in big special productions with all-star casts, has started production upon a new series. A number of the popular writers of "best sellers," Hampton has recently completed two productions made upon this plan, which were so eminently successful and so pleasing to the famous novelists whose works were filmed that many more names were added to the author list whose productions will be seen in Hampton's productions. Zane Grey, "Desert Gold" and Stewart Edward White, "The Westerners," both ready for release, are the completed features. As with these pictures, all future productions will be made in big, all-star special features, produced with the authors' personal co-operation in all details. Zane Grey, Stewart Edward White, Emerson Hough, Winston Churchill and several other famous writers have arranged with Mr. Hampton for the screen presentation of their works.

Blase Friend Is Tricked by Jackie

A young lady from the tall timber country of Washington was recently a guest of Jackie Saunders in New York. They had done the metropolitan, visited Philadelphia and Atlantic City, and as a finishing touch Jackie took her western friend to Washington, D. C. The young lady, who was a friend of Jackie's, was interested in anything particular. At last Jackie took her to the top of the Washington monument, determined to give her a thrill or to push her off. For a long time the girl looked at the view and then broke the silence with: "This monument would look like a toothpick from the top of our old fir tree."

"Oh, you old Jackie," I'm going to take you to the treasury and show you a billion dollars in gold. I wonder if you have anything at home that looks like that."

SHIRLEY MASON appears in this pretty garb in a scene in a new production and below is a "still" photographed in one of the big scenes in "Upstairs," Mabel Normand's newest offering to the screen.

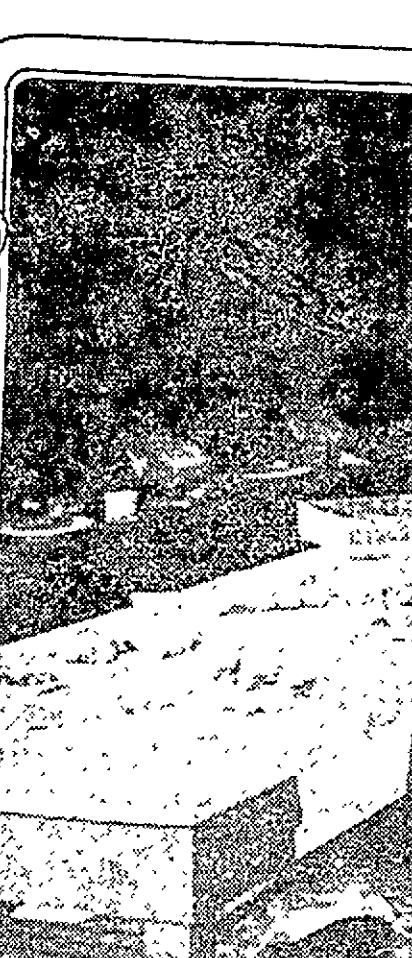


SHIRLEY MASON

Government Backs Film Expedition

On July 16 nine men, comprising the largest and most completely equipped expedition ever sent from this country to penetrate the unexplored regions of the world, left the port of New York.

Officially the expedition is known as the Smithsonian African Expedition in conjunction with the Universal Film Manufacturing Company, and for the first time in its history the Smithsonian Institute, maintained by the government, has joined hands with a motion picture concern. The nine members of the African expedition, all experts in their line, when they return, according to plan



MABEL NORMAND

Comedian Writes Elegy On Alcohol

The recent intimation that the depletion of intoxicating liquors and their effects on the consumers thereof will in future be taboo in motion pictures has brought consternation to the hearts of producers, who have already begun to wonder what will happen when the reels are really removed from the films. Henry Lehrman, noted comedy producer, says: "If wet goods must disappear from film comedy, baldheaded theater patrons may find comfort in the fact that dry goods are following in the same pathway."

Many a film actor will sprain his ankle within the next few months



What Film Players Are Doing

Norma Talmadge is having a studio built for her in New York that is to cost \$600,000. That's the presumption because the Schenck brothers are building it, and Norma is Mrs. Joseph Schenck.

It is a fact that less than one hour elapsed between the time that Henry King left the face studio and the drawing up of a contract with Jesse D. Hampton to direct special productions. Two other film manufacturers wanted Mr. King and quick action was imperative.

"Kitty Kelly, M. D.," will be Bessie Barriscale's eighth picture under her Robertson-Cole contract. It ought to excite curiosity in the Middle West, where a real Kitty Kelly

Marmont, Corinne Barker, George Spetswood, Henry Hallam, Emily Fitzroy, Jane Jennings, Josephine Whitely and Charles Halton. Tom Terriss is directing.

Charles Spero has been engaged to play the juvenile lead opposite Bessie Love in her next picture.

Gypsy O'Brien is the latest recruit to serenade from the legitimate stage. She will have the leading role in "The Day Resurgent," an O. Henry story.

Earle Williams' new feature will be "The Black Gate," a mystery story by William Booth. The play takes its title from a nickname for the electric chair, although the latter plays no part in the picture.

Joseph Byron Totten, recently engaged as a director, formerly was stage director for David Belasco, the Frohman and the Shuberts.

Claire DuBrey, who is taking one of the leading parts in Thomas H. Ince's big film on Americanism, left a pair of earrings behind her during her last trip east. Doradina so admired them from her own ears and placed them in Doradina's.

Cullen Landis, who plays opposite Mabel Normand in her Goldwyn picture, was born in Nashville, Tenn. He used to be a usher in a theater, then became a newspaper man before coming to California to be tried out before the camera. But first he worked in practically every department of a motion picture studio before finally acting. He was property man, assistant camera man—even a chauffeur. But when his chance came he could act. Now he is a Goldwyn player under contract for five years.

Just before starting a scene, Director J. Gordon Edwards, who has just finished another big picture with William Farnum, the famous William Fox star, generally gives three terse commands: "Quiet," "Music," and "Camera." While out on a location where hundreds of sheep and goats were used for "atmosphere," Edwards, by force of habit, gave the usual commands. But the sheep and goats, not understanding the director, answered "Bans-na-na" and "Ma-na-na."

"That's one bunch of extras you can't keep quiet," was Farnum's comment.

Geraldine Farrar has adopted a son. His name is Petka Stanoyvitch and he is either eight years old or eleven—nobody knows which. Petka thinks that he is eleven, but he has been all alone since his father was killed and his mother died early in the war and as he says he is not sure "and there was no one to keep count."

He is a Serbian and when he was taken in charge by the Serbian Relief committee, he had only a few dollars for clothes, had slept for months out-of-doors without any blankets and couldn't remember when he had had a good hot meal.

He is a bright-faced intelligent little chap with engaging manner and his picture and the stories about him so interested Miss Farrar, who has been a liberal contributor to the relief of the Serbs, that she asked if he allowed to adopt the little boy.

Goldwyn is coming talent from all directions. Handling Frederick's story, "The Stronger Love," which she has just finished under Frank Lloyd's direction, was written by Louis Sherwin, former dramatic editor of the New York Globe, who has joined Goldwyn's staff of writers.

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Corinne Griffith's supporting company for "The Climbers," a picture version of Clyde Phipps' stage play, included such familiar faces as the man for Marie Tempest, Percy

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But Dicky had redeemed his tentative promise to come back to the veranda when he had finished packing his trunk. I had seen him, and I knew he had had one of our golden hours, one unshadowed by any doubt of each other, unspoiled by recriminations.

The memory of my husband's arms, of his caresses, his murmured words of endearment, made the prospect of weeks, perhaps months, without him dreary indeed. I had a puzzle in my mind, a note in my memories, also, one that vaguely troubled me as I looked back upon those last hours with my husband, when he had said to me, "I have had left for the city had been of the briefest. There had been an elusive something in Dicky's manner that seemed to preface a longer parting than the 'several weeks' of which he spoke."

I tried to rid myself of the idea, to persuade myself that my imagination had been "working overtime," as Dicky himself once had expressed it. But I could banish neither it nor another impression—that my husband had more than once been on the brink of a confidence to me, one that he had repressed by sheer will power.

"Sheer fancies, there," I told myself, sternly. Yet so strong were the memories that I could not resist. I tried in vain to argue myself out of my depression, and finally, in desperation, resolved to take a long tramp in order to get the cobwebs out of my brain.

A DISQUIETING THOUGHT. I put on stout walking boots, a short skirt and comfortable gloves, and the lightest, smallest hat I had, and set out for a walk. I had found out by experience that Long Island temperatures are exceedingly variable, so I threw a light-weight sweater over my arm. I also took my handbag, for I was resolved to lunch at some one of the wayside inns with which the roads around my home are dotted.

There remained but one thing to be done, took the important secret code which was trusted to me first by my father and then by Allen Drake in his hiding place in my clothing and put it securely away in the old Chinese vase of my mother's, which seemed almost to have been designed for such a hiding place, so well adapted was it for its purpose.

U. S. Remains Film Center

"The people of Southern California need not fear losing the motion picture industry," declares J. L. Frothingham, manager of Bessie Barriscale, this statement was in answer to the question: "English trade journals and papers are claiming that London is predestined to be the film house of the world. Do you think there is any good reason why such a claim should be made?"

"London is sure to be a world clearing house for films, but it will never be THE world clearing house for films, for the industry is too firmly entrenched in New York and the financial machinery is there."

"America won the preeminence in motion picture production for the very good reason that the best pictures in the world are made here, the stars are here, the technical workers are here, and American subjects are in greater demand than any other pictures."

"I am not inclined to treat London's claims lightly, but I am willing to wager that New York will be the film capital of the world for a long, long time, and that the purr of the camera will be heard in Southern California so long as there are such things as motion pictures."

Viola Spends Much More Than Her Time

Viola Dana is glad that vacations don't come close together—she's afraid she might find herself financially embarrassed if they did.

John Lane, Miss Dana's director, informed her that she needn't turn up at the studio at all one day last week. Miss Dana's idea of a glorious holiday was to go down town and pick out a sable coat that tickled the little star's bank account to the extent of several thousand dollars.

"I just couldn't resist it," she explained when she got back to the studio. "That man must have known that furs were my hobby. He just kept on plying them out until the only hard part was to pick the prettiest. That's what I think I did, though. I had only to catch one glimpse of this particular model when I knew that it was destined for me. They've begun to make it already, so there's no chance to back out."

Just informed Miss Dana that the coat she described would certainly weigh a good deal more than a hundred pounds, and as Viola tips the scales at an even hundred herself, she is beginning to wonder how she will navigate under her magnificent fur.

TERSE POINTERS FOR SCENARIO WRITERS
By Will M. Ritchey

Do not say "and somehow so forth" or "and so on" and so forth—give the actual happening and the reason for it.

There should be a logical reason for everything you write. Avoid starting with childhood and finishing up with old age; constant lapses of time are, as a general rule, uninteresting.

Do not dare to write in pencil or use both sides of a page. There is no excuse for either.

Do not request an immediate answer. If you do, you will get your brain child quickly—unread.

Don't omit to enclose a stamped, directed envelope for the return of your script.

Psychology In a Yawn

If a little treatise with that title should stare up at you from a book store table, no doubt you'd be astonished.

So would May Allison. Yet the other day when she was making "Fair and Warmer," under the direction of Henry Otto, she grew quite voluble on the subject.

"My, I'm sleepy."

"And I went to bed early last night, too."

"It's this awful yawning in these scenes."

"You think it's being sleepy makes you yawn? Wrong. It's being yawn makes you sleepy."

"Here's what we've done all morning. I yawn. 'Gene' Pallett yawns. Then Mr. Otto yawns. Then Marty, the cameraman yawns. Then I notice the upper lip of Mickey, his assistant, twitch."

"Mickey, press your finger against your lip. Quick! I cried, and he did it. That's the only thing that will stop a yawn or a sneeze, you know."

"On—oh—ah—aww! ——— Excuse me, please."

Lyttell Will Auction Off "Lombard" Gowns

The gowns worn by the mannequins and showgirls in "Lombard," in which Bert Lyttell is starring, are valued at several thousand dollars. Six of the creations alone cost the corporation \$3500, and a profusion of other gowns, almost as expensive, are used throughout the play.

The problem of upkeep of the gorgeous creations by the studio wardrobe department is a difficult one, and as such valuable gowns suffer a certain depreciation in value, even although worn only once. Director General Maxwell Karger decided they shall be disposed of when the picture is completed.

Mr. Lyttell will therefore act as auctioneer at a novel sale as ever took place. Hickson models, gowns from Lucille's, creations from Paris—all will go under the hammer to the highest bidder among the girls who take parts in "Lombard." Ltd. Some of the girls have already expressed their preference for certain of the models and more than one mannequin has cherished the wish in her heart that she might own the glorious costume she wears before the camera.

Some of these dreams will come true.

Parents Opposed Stewart's Career

Roy Stewart, famous as a portrayer of western heroes, went on the stage against his parents' wishes. In fact, Stewart's first pioneer of the west who crossed the plains on foot, quarreled with his offspring about his "career," and the result was that Roy left home, promising not to return until he made good.

An ardent sportsman, the popular star rides, swims, ropes and shoots and holds the single scull championship of the west coast. Six feet 2 inches tall, weighing 210 pounds, black haired and brown eyed, Roy Stewart is a genial personality who gives an air of nonchalance to his roles that has never failed to attract attention. He is admirably fitted for the role of Cheyenne Harry, a wild and reckless young miner, who is the hero of "The Westerners," the Stewart-Edward White story pictured for Great Authors' Pictures, Inc.

in about a year, will have exposed nearly two hundred miles of motion picture film, and will have obtained thousands upon thousands of still photographs and zoological and racial specimens for use in government research work.

The party expects to land at Cape Town, Africa, work northward to Victoria Falls, thence through the head waters of the Congo and eastward as far as Lake Tanganyika. The trip will also carry the party through the northern section of British East Africa and thence over a course taking them along the headwaters of the Nile. According to expectations the group will emerge at Zanzibar.

The expedition is under the veteran leadership of Edmund Heller, probably the most famous naturalist in America, who represents the Smithsonian Institute. Mr. Heller was the official naturalist and pilot of the famous Roosevelt expedition into East Africa in 1909, and was joint author with Mr. Roosevelt of "Life History of African Game Animals."

He was the official photographer with Paul Rainey, attached to the Czechoslovak army in Siberia in 1918.

William Stowell of Los Angeles, one of Universal's most popular leading men, will direct the making of all pictures and will have full charge of the selection of locales for scenic shots and other detailed photography.

Homor LeRoy Shantz of Washington, was chosen by the United States Department of Agriculture as its botanical and agricultural expert. For the first time in the history of scientific research a newspaper correspondent is to accompany such an expedition. He is Edward M. Therry, representing the Newspaper Enterprise Association.

Other members of the expedition are: Henry Baxton field naturalist; Kohler of Chicago, laboratory expert, and George Scott and Pliny Horne, Universal cameramen. Dr. Joseph R. Armstrong, a dentist of Los Angeles, is business manager of the project.

Well-Known Stars At Eastern Studio

Having outgrown its present studio home in the Bronx, the Selznick company has taken over still another studio at Port Lee, New Jersey, practically the largest studio in the East.

This will be run in addition to the studio which it is now operating in the Bronx. Elaine Hammerstein, Owen Moore and other Selznick stars work at the Port Lee studio, while Elsie Janis, Elsie Jones and Eugene O'Brien produce at the Selznick, Bronx studio.

Stage Women Are Sponsors for Plays

"A Mile of Love," written by Rachel Crothers, is the fifth of the series of twelve motion pictures made under the auspices of the Stage Women's War Relief, the proceeds of which are to be used in the upkeep of the soldiers' theater at Debariation Hospital No. 5, in New York.

To the Universal Film Company came the honor and privilege of distributing the entire series, which is notable for the reason that many of the stage's most prominent players participated in the production. The stars in "A Mile of Love," the latest picture scheduled for release, are Mabel Taliferro, Robert Edeson and Lucie Moore, all luminaries of the spoken drama. The series was made at the Estee studios in New York, under the direction of Eugene Spitz.

when he strides up to a coffee counter and reaches for the rail. It is a sad thing to realize that the kick in comedies must now be registered entirely with the feet.

Picture the hero, disappointed in love, rushing off to a tea room and making a beast of himself on Lip-ton's best.

How can he save the heroine from the drunken bully if there are no drunken bullies?

We will now be confronted with the spectacle of the weak but willing hero going West to field off an inheritance, craving for orange phosphate and clapping on a gas mask every time he approaches a fruit stand.

If a ship captain can't take a schooner over the bar, will they even prevent his making port in a storm? Can we show a horse's neck or a blee? How about the old parlor woodbox if there happens to be a stick in it?

Large Sums Are Paid for Failures

That some of the big producers of screen dramas are rapidly becoming mental and physical acrobats from hurling small fortunes at the feet of authors of stage plays and works of fiction for material that is not at all suited for the screen, is the contention of Monte M. Katterjohn, creator of more than one hundred original scenarios.

"I know of one big producing organization which recently paid \$75,000 for the rights to an allegorical stage play that was a failure not only on Broadway, but throughout the country. It was purchased for screen pictureization simply because it had been more or less flamboyantly advertised. It has no film possibilities whatsoever. The exhibitor will pay a big price for the picture. The entire plot is simply a rehashing of Bunyan's 'Pilgrims Progress,' and Dante's 'Inferno,' modernized and all the more unreal."

"If a screen playwright had submitted an original creation of this nature the producers would have thrown a fit. The pendulum, however, is bound to swing around. The creator of original screen plays is now coming into his own. The exhibitor is finding that screen dramas, when created especially for the camera, are the best entertainment, and, naturally, the best money-getters."

Corbett Saw Red After Facing Death

Momentary dizziness undoubtedly saved James J. Corbett, world's ex-champion boxer, now a screen star in "The Midnight Man," a Universal serial production, from facing criminal charges ranging from assault to first degree murder.

In one of the thrilling scenes Corbett was supposed to be lashed to the driving wheel of the huge motor at the Los Angeles Light and Power Company's plant.

His director, James Horne, assured his star that the power wouldn't be turned on and that there was no danger, and Corbett consented to be roped. All was in readiness for the "shootings" of the scene and in a moment of confusion the wrong switch was turned.

According to Corbett he traveled about 15,000 miles in three seconds, for the switch which controlled the gigantic driving wheel had been pushed on. Only a second intervened until the mistake was noticed, but when this screen star was "unhooked" all world records for the 100 yards were smashed. From director to property boy everybody tried to beat the other from the vision of the world-famous pugilistic favorite.

reigns as one of the most famous motion picture editors. Bessie Barriscale's "Kitty" is a far western outdoor girl.

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Tour of World All in One City in South

What is the most cosmopolitan city in the world? Paris, London, New York, Shanghai, are a few of the answers that are hazarded by the uninformed.

All wrong—Universal City, hailed as the capital of the motion picture world, is declared to be it. A tourist from the wilds of Borneo or from the frigid wastes of the Antarctic could be made equally to feel at home by those little familiar scenes which only movie land can reproduce.

The artistry and detail devoted to reproducing truthfully scenes from every foreign land are everywhere in evidence at the big Universal studio. The technical director, in charge of the building of sets, is fully equipped with a complete library of all styles of architecture, and before the picture can be advantageously staged, the director must thoroughly familiarize himself with all the customs and costumes of the period of the country in which the scenes are laid.

As one glances around the maze of streets, the eye passes in swift journeys from the most of cherry blossoms to that where the sweet guitar is heard on soft summer evenings.

Here is a Japanese street built without a flaw, for if there is one thing the technical department does upon it is accuracy in detail. There is nothing more humiliating to its pride than to receive censure from some far off critic in Panama, Inquirers as to where it became the custom to have saloons in ancient Rome. The story is told that when a party of Japanese came out to visit Universal City, a cute little Japanese kiddie, seeing the Japanese street, insisted that he wanted to go up in that house to his mamma's room.

All of the other skilled sons and daughters of Spain available are generally hired for a big Spanish scene, for the realism craze has also hit the casting directors.

Adjoining Spain, at Universal City, is the familiar sight (in the movies) of the wild western street, where the during cowboys chase naughty Indians around for \$10 per day, including lunch. The big cattlemen, who complain of the passing of the western cowboy, evidently have never visited Universal City, for it appears that here are located enough of those daring horsemen to round up all the cattle in the United States and Mexico. The scene, on years, besides having Sunday off for shooting beautiful heroines from the clutches of the bold, bad villains.

Right next to a Canadian backwoods town, nestles a cute little Fiji Island village, with the Fiji Islanders, clad in their birdskin suits, fighting all over the street in one of their native dances. The scene is set in warm California days when the torrid southern wind assists some of the portly Universal directors to take off superfluous flesh, one can hardly wonder if the life of a Fiji Islander is not the nicest after all, and ought not to be Universally adopted.

It would seem that a person can get just about anything he wants by working in the films as traveling around the world. Moreover, all traveling expenses are paid, and no one ever is troubled with sea sickness.

Animals Learn Cues in Movies

Did you ever play in amateur theatrical

BOOK REVIEWS AND LITERARY NOTES

English Give Praise to U. S. Navy's Record

The part the United States navy played in the great war and the thrilling adventures and heroism that marked its actions is described in "The Heroic Record of the British Navy."

Through in main the book deals with the record of Great Britain's navy during the war, the authors of the book, Archibald Hurd and H. H. Hurd, pay due tribute to the American navy in vivid colors and with much skill depicting the redoubtable navy which won American laurels in the war.

Starting from the naval maneuvers on the coast of England, July 2, 1914, where the British admiralty commenced to be prepared for what was thought to be not far off, the book describes the condition of the British fleet and the understanding that existed between France and England in case of war on the continent. With this as a background the authors proceed, presenting all the lights of the grand fleet and those of the allies from the battle of the Light through the Coroner light, the battle of the Falkland Islands, the great attempt to force the narrows, the battle of Jutland and the sealing of the harbors of Zeebrugge and Ostend.

The picture ends with the entrance of America into the war arena and the coming of peace. Here the authors spare no words in praise of America and its naval captains. Encompassed from all sides with German submarines, torpedoes, and American capital ships, both the torpedoes and the warships and shouting to other officers, "Damn the torpedoes—go ahead," he reaches his destination.

Sound and skillful in the handling of their subject, with vivacity and interest presenting their story, the authors have made a real contribution to the war literature. Their book is permanent and not to be replaced for a long time to come.

(The Heroic Record of the British Navy, Archibald Hurd and H. H. Hurd, Doubleday, Page & Co., New York, Net \$2.50.)

SHOP PROBLEMS.

"The Shop Committee," by William Leavitt Stoddard, summarizes the attempts of employers and employees of the world to reach a better understanding through the efforts of shop committees. Until a few years ago the plan was almost unknown and even the best efforts of those who have favored the idea have not been as great a success as was hoped for, the author admits.

However, like all new movements, it has had to go through various stages of evolution (and still is doing so), and it is enough, the author concludes, that the great deal of good has been accomplished.

Briefly, the committee plan is this: The workers elect a certain number of committees. Each department, in some instances, has its committee. The shop committee, that is to say all those selected to represent the workers, hear complaints and, if possible, adjust differences. It is able to reach a decision that satisfies the majority of the workers, an appeal committee, generally composed of three members selected from the shop committee, is charged with holding a conference with the employer, or his committee.

Among the various plans and systems already tried out the author takes up in considerable detail the Colorado plan, the British plan, the United States War Board plan. The successes and failures resulting from the various plans tried out in the last few years, especially during the war, are faithfully noted.

H. W.

THE INDEMNITY OF 1871.

With the Germans growing and whining at every turn because of the indemnity paid on them by the Allies it is interesting to turn to "The Indemnity of 1871," by John Bonner's just published book. "The Story History of France," and read of the severe terms imposed on the French by the Allies at the end of the Franco-Prussian war. "The Indemnity of 1871" is a book of the provinces of Alsace and Lorraine, comprising some of the most important manufacturing districts in the country, and became the subject of the new German law. The indemnity was paid by the Germans to the French. Their language must be given up, since it was forbidden to teach French in any of the public schools of Alsace-Lorraine. In addition to the loss of these two rich provinces, a war indemnity of five billion francs or one billion dollars was imposed, and the German army of occupation was to remain in France until the last franc was paid. "The Story History of France," a Harper book, tells the tale of this romantic country with all the fascination of a novel.

FRANCE, THEN AND NOW.

John Bonner's already popular "Story History of France," has today been "toughened up" by a new edition published this week by Harper Brothers under the title of "The Story History of France." Three new chapters have been added to the earlier book and contain all the latest and most important events concerning the French Republic and the signing of the armistice in 1918. "The Story History of France" will be no less interesting to those who are not students of those who are to enter college. It possesses all the absorbing interest of good fiction.

GRAY-TONED HEROINE May Sinclair in "Mary Olivier, a Life" Reveals Realism of Existence from Childhood to Maturity; Her Task Is Difficult

Romain Rolland set about a mighty task when he put pen to paper on "Jean-Christophe." But at least he selected a genius for his hero and all of colorful continental Europe for his background—and who there with patience and calm and fine craftsmanship who could not grind out ten volumes with these to command.

Now comes May Sinclair with "Mary Olivier, a Life." And here's a gray-toned heroine, whose very existence is humdrum and who has a life of the middle class in England. Births, marriages, deaths, front yard gardens and village roads, homey conversations; a mother, father and three brothers; neighborhood gossip; uncles and aunts; holly-hocks and hedges, fireplaces and rain.

Out of all of this, this drab stuff, comes a splendid story of a woman's life, her thoughts, sensations and emotions, directly perceived, without artificial narrative or analysis and without autobiography. Miss Sinclair's task has equalled Rolland's, for in no tremendous physical task, then in painting a brilliant picture with the materials of a monotony.

The story's main interest lies in Mary Olivier's search for reality, her relations with her family and her passage from the bondage of infancy, the conflicts of childhood and adolescence, the disenchantments of maturity to the peace and freedom of middle age. Mary is two when the book unfolds its first page. The period is 1855. At forty-seven you close the cover; 1910 has been reached and Mary is through with life's search and sits back to enjoy what little she has found.

Infancy: a mother's breast, a father that scowled and teased, visits to relatives and uncles with brothers. Comes childhood when the boys go off to school and Mary is thrown more in contact with her mother and with the women folk. Her first tilt with religion, the problem that she was to work on in all the years that followed. Long draughts at the well of literature, a desire to understand philosophy and the words of the masters. Pansyism, and first love, almost a lukewarm affair.

Adolescence and Byron; Pantheism and James Martineau. Fourteen—Mamma whispered to Mrs. Draper, and Aunt Elsie whispered to Mamma: "Fourteen." They all made a mystery about being.

Wild West Tale

"Gilmore, well knowing that his life rested in his holster—," so runs the story of "The Owner of the Lazy D," a wilder western story than usual, though good enough to be read on a night when heavy books fall and the motion pictures bore. Into the land of feud and cattle comes this stranger, and before the volume closes he has brought peace to the country side, married the girl, proved himself a real hero, and won the admiration of the Lazy D. Up-and-down outfit are at war on the Lazy D and Triangle ranches. There's the very device to pay—or words to that effect. Dai Gilmore, with a deputy sheriff's star pinned near the left-hand sleeve of his vest, with high courage, a trusty gun, iron nerve and all the rest of the western hero's bag of tricks, enters the scene and the story unfolds. The successes and failures resulting from the various plans tried out in the last few years, especially during the war, are faithfully noted.

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MAY SINCLAIR, who follows in footsteps of George Eliot in making literature of humdrum life of an English woman. In "Mary Olivier, a Life," she deals powerfully with the tragedy of realism.



BURNS' LIFE AGAIN THEME TWO BOOKS ON BUSINESS

As drama, "Robert Burns" by Dr. Edward Winslow Gilliam, is something more than mediocre, but as a human story of the celebrated Scotch poet—a bringing of the dead poet back to life again—it more than justifies the years of work its author admits he took in refreshing this busy world's memory of the wondrous bard and madcap man.

There are four acts in the drama—four acts of human interest, which glitters through a non-dramatic background to give the reader a glimpse of the poet's life. Robert Burns, the youthful and unrecognized poetic genius, fleeing from a haill in act one—running away and hiding because of an affair with Jean Armour, which netted him a wealth of love and passion but also sterner fatherly wrath. Because of ten pounds, sterling, which the poor farmer is not able to pay he must run for it or go to jail. Despite his flight he finds time to joke and, disgusted, foel the burning law officer.

Act two finds him and the official friendly terms. Burns is in a daze and he urges the bailiff to take him to the home of the poet's mother, one of the Scottish church women, who have placed the hatred ban on the poet because of his poetic ridicule heaped on their theories and practices. Here we are informed as to what men of these times considered vital interests. But when Burns, forgetting his need for disguise and encircled by his foes, the bailiff and the opposing church faction, recites some of his own inimitable verses, he is discovered just too late for capture.

Act three takes us to the simple Burns cottage, where Gilbert and Robert Burns once more foil the pursuers. Act four jumps to a time many years later, when Burns is famed and his songs are Scottish law. Here, in a select Edinburgh salon, honored and feted, he meets once more his Jean and they are united after the long years.

Dr. Gilliam justifies his happy ending because of other biographies and Burns' stories have come to a close with the eccentric genius' sad demise. He has succeeded in giving life to Burns, the lovable, the prankster, the boy-man, who was tender and strong, weak and masterful, drunk and full of life, the cheerful, the kind, the generous human being first—poet afterwards.

"Robert Burns," by Edward Winslow Gilliam, Boston, the Cornhill Company, \$1.25 net.

RE: "RUPERT HUGHES."

Probably the only case on record of an author's name becoming a verb is that of Rupert Hughes. His "The Cup of Fury" is a recent best-seller published by the Harpers. Even the most slanting of writers and reviewers would hardly speak of going "Conradizing" or "Hergesheimerizing," but "Rupert Hughesing" is already in good vogue. The honor of coining this new verb appears to be divided between Henry Sells of the Chicago Daily News and the critic of the New York Evening News, for both have used the word with it at about the same time. The Ad-copy man has taken it up and adds, intriguingly, "Have you Rupert Hughesed this season?" and it is getting itself repeated in those "little groups of serious thinkers" which are indigenous to every community, and pride themselves on having the latest literary slang and gossip at their tongues' end. The serious student of our American language had better take note. Will this tendency spread? And at literary gatherings will one turn to one's neighbor and ask, "Have you Keatsed lately?" or, "No, I don't Swinburne, but I Browning." But, at any rate, "Rupert Hughesing" present, past and future, etc., appears to be with us as a permanent addition to the language.

PLAYS FOR THE PATRIOTIC.

F. Ursula Payne, whose popularity "Plays for Anybody," won popularity among young amateur producers last year, has just completed another volume which is to be published immediately by the Harpers. It has for its title, "Plays and Paragons of heroism" and contains six plays and paragon on patriotic subjects, all of which are written in verse, which makes them easy to learn. Miss Payne has given full descriptions of the costumes, and every means has been used to simplify their production, and with proper care and attention any one of these plays may be prepared by a school in three weeks.

Mystery in Narrative of National Pawn

As the title suggests, "The Chinese Puzzle" is a mystery story. You no only a little way into it before you discover its possibilities for absorbing intrigue. You have to go all the way through before the intrigue is explained, and your interest drives you with desperation.

China wants money from England with which to build a navy. Germany has an ambition to make the Celestial empire the particular sphere of Teutonic influence and activity. The German Intelligence office in England before the war was always well supplied with information as to what was moving in the winds. The conflict of national interests in the Far East is within itself sufficient for a good yarn, and when you have moving in and out through all the maze of diplomacy and intrigue, lovely women, who all their lives have lived amid the charms and perils of empire building, you have abundant material for a story of interest.

Who stole the secret treaty involving the loan and how could the thief have reached the secret drawer in which it was kept, and what is the deep international significance of it all? These are questions that concern you before you are far along in the story, a story that breathes of the flavors of the East, with all its strange, queer romance.

While the story circles around the diplomatic centers of London, and while much of the conversation is couched in the mystery language of diplomacy, the meaning of which is hidden away from all but understanding ears, there is a wealth of incident and interest that is just merely human, especially human, for just as the love affairs of men and women have made and wrecked thrones and empires so it proves that the love of a woman is the key to this puzzle. It is a charming love story, woven through the affairs of the world.

Two of the principals are Naomi Holahan, Lady de la Haye, who, though apparently just a simple, lovely woman, nevertheless knows everything, and the Chinese ambassador, Chi Lung, wise, mysterious, loyal, and as kind as he can be cruel. (The Chinese Puzzle, by Marion Boyer and Leon Milton, Henry Holt & Co. New York, \$1.60.)

Life in Islands

The Marquesas Islands are further out in the Pacific than Tahiti, and Tahiti seems pretty far to us in the United States, though European artists are going more to the Pacific Isles for color and are then making them better known, with the result that their seeming distance is diminishing. To know a thing brings it nearer. But only one even of the artist-pioneers into the Pacific have gone to the Marquesas—Paul Gauguin, who worked there for several years, sent back to Paris pictures glowing in color and a frank, new sensuousness, and died there.

His life in the Marquesas is described, it is said, in a book soon to be published by the Century company entitled "White Shadows in the South Seas," by Frederick O'Brien.

STORIES OF THE WAR "Short Stories of New America" Breathes Spirit of Patriotism and Achievements on Battlefield; Group of Writers in Contribution

The title, "Short Stories of the New America," put out by the Henry Holt & Company, does not begin to express the charm and worth of the volume which has been edited by Mary A. Laselle. When such master hands at the shorter form of fiction as Dorothy Canfield, Elsie Bingham, (Mrs. Harold Lewis), Albert Payson Terhune, James Francis Dwyer, Grace Coolidge, Arthur Standwood Pier, Mary Brecht Pulver, Fisher Ames Jr., Arthur Guy Empey and Frederick O'Brien unite in giving expression to their interpretation of the new America which has been born out of the war and the spirit that conceived it, the result is apt to be interesting. "Short Stories of the New America," is more than interesting. It is American literature. In the preface the author admits a two-fold purpose—that of presenting an interpretation of certain great forces and movements, placing before young people the ideals of America and of supplying the need of libraries and homes for a book of live and valuable short stories.

ALL DEAD WITH WAR.

Each of the ten stories offered has to do with war, but the war as a personal matter with far flung results. No word of love is uttered, but the love of country, of man, of humanity, is dominant. The group of writers consciously or unconsciously have agreed on the principle that the development of the individual goes into the making of the greatness of the nation. "Short Stories of the New America" is not a "preachy" book. It is well worth reading by any red-blooded American who is not afraid to think.

The tales are humble narratives of homely people. Dorothy Canfield has taken for her heroine a drab little stenographer who inherited a fortune from her fighting forebears and who went to France on her \$500 hard-earned savings. When it was spent she came back a drab stenographer.

But Gauguin is only an incident in the book, according to the announcement of the publishers; it reports what the author saw and heard in the Marquesas during almost a year's residence among the Marquesans. The islanders, rapidly disappearing through contact with the white man (or rather with the white man's diseases, for which they have not developed anti-toxins in their blood), are descendants of an ancient Caucasian race. Mr. O'Brien is said to argue, what inhabited a huge portion of the Asiatic continent that sank into the ocean with the exception of certain mountain tops now appearing as islands. Mr. O'Brien, his publishers say, has a number of photographs of pure-blood Marquesans who appear to be quite different kind of people from those we usually picture in our imaginations as cannibal inhabitants of distant Pacific islands. The Marquesans do not indulge in cannibalism now, it is said, though "long pig" their not too euphemistic name for a human being, well roasted, appeals so powerfully to them even now that the mere mention makes them swallow hungrily.

EMPEY'S CONTRIBUTION.

Rebuilding a devastated village overseas was far more fitting as a memorial to heroes than honoring the town square according to the hero in Fisher Ames' story, "When Sergeant Warren Came Back From France." The flight of Lloyd, the deserter, sentenced to death, to die like a brave man, and the valiant action which saved his company, are two simple opportunities for Empey's strong story of "The Coward."

"Chateau Thierry," written by Bartlett, concludes the collection of short fiction. Carter himself did not declare war on Germany until after Chateau Thierry, where his son fought. Mrs. Carter chose that opportunity to serve before him for which she had saved a week. Carter had been cross about his foot.

"Can you forgive me for making you think it mattered a plaything what I have to eat," he pleaded with her. "Little woman, we took Chateau Thierry today. We—you and I and Ben and the Marines and Uncle Sam and God—all together. We not only took it, but we saved it. You—back the government."

"The time had come," ends the tale, "for the Huns to take seriously the entry of the United States into the war."

The NEWEST BOOKS

As Soon As Published.

SMITH BROS.

1310 St. Hel, Broadway and Washington.

Books to be Reprinted.

Harper & Brothers are this week going to press with reprints of "The Desert of Wheat," by Zane Grey; "Boots & Saddles," by Elizabeth B. Custer; "Principles of Labor Legislation," by John R. Commons; "Farm Festivals," by Will Carlton; "Wee MacGregor," by J. J. Bell; "Modern Methods in the Office," by H. J. Barrett; "A Loyal Traitor," by James Barnes; "The A B C of Golf," by D. Dunn.

Automobile Owners Reduce

expenses, troubles, accidents, improve mental physical condition, reading and using my AUTO-METRIC \$1 at garage or mailed. No. 10, Knolls, 122 E. Miner, Stockton, Cal.

By Ed Streeter

He came back this time with enough soft hats to fit out the whole Bulshyevsky army. I never knew there was so many hats. There was all colors. Some was smooth shaven, some wavy. I tried em all on but somehow I couldn't get lookin like the fello in the cane. After I'd gone thru a whole lot of 'em I struck me a cap might be the best of 'em. So I put on all the caps again.

I never saw a fello who seemed so fond of hats as the clerk. He thought every hat he tried was the best one he'd ever seen. At last I picked out a kind of a bay with a few daisy growth of beard. As soon as I said I'd take it I began to think I'd hit it. He said, "So I set the clerk. He set he liked it the best of any. Thought so from the first but didn't like to say anything. It suited my face. So I took his word and bought it. He said, 'If you like it, I'll give you a bag and I carried it home with me. I couldn't have felt worse if I'd walked down the street in a larkin suit. I knew everybody was lookin' at me. I'd been in a hat like that. At last I saw the clerk. I was glad cause I knew he'd told me it was like. He did. He sez 'Gosh, Bill, where did you get that hat? It's into the circus business or something'."

I sez "What's the matter with it? You know what you can do if you don't like it. You sez when a fello buys a hat like that it shows they ain't enforcing the prohibition law."

I told him it wasn't new. It was just an old one I had before the war. I was tryin to wear out. Joe sez he wouldn't. I knew that was what I wanted. The police could see me.

Of course I didn't care a rap what Joe thought about it one way or the other. It struck me it might be a little extra in my pocket. So I stopped by Joe's house. He gave me the old straw out. I carried the new one home in the bag. I'm sleepin on it now for a few nights to make it look a little older.

I told a man to write about nothin but hats. They kind of got on my mind tho. I can't figger why it is as soon as a fello goes into a store to buy something he can't tell what's good and what's not of any tell when I see it on anybody else all right. When I get into a store, tho, I bet you could sell me a white saddle leather derby. Whatever it was I'd know it was rotten as soon as I got home.

That's one nice thing about girls. No matter what a thing looks like they can say it's the latest style.

That's what I wish you'd tell me when your birthday is. I'd like to send you some little thing just to show you I remembered it.

Thankfully yours, BILLE.

(Copyright, 1919, by The Bell Syndicate, Inc.)

HE STARTED PUSHIN' DERBIES AT ME.

He pulled a paper out of the tipster. It had a map of somebodys foot on it. He sez, "I was myself. I told him he'd got me mixed up. I wanted a hat not a pair of shoes."

He took the derby an' went down in the seller with it. I got lookin at pictures of fello standin round at picketures of fello standin round at picketures. He sez, "I wanted a hat not a pair of shoes."

I was standin in one of these lookin glasses that you rap round you try to decide whether I needed a hair cut or not. The hat fello sneaked up behind me. The next thing I know he'd jammed a tipster right down over my head. Now I stand a certain amount of foolin. I sez, "That's me all over. Mable. But not from a fello I never seen before. I grabbed the tipster off an told him he was darn rickety I didn't bust it right over his head. The only reason I didn't was because he looked like he wouldn't have noticed if you'd busted a vic if he gave something away with it."

The Long Arm of Uncle Sam

Copyright, 1919, by The Wheeler Syndicate, Inc.

MANY OF THE MAJOR OPERATIONS OF THE WORLD WAR HAVE NEVER BEEN WRITTEN—MANY OF THEM HAVE NEVER EVEN BEEN HINTED AT—FOR THE REASON THAT THEY WERE UNDERTAKEN BY THE SECRET OPERATIVES OF THE DIFFERENT DEPARTMENTS OF THE GOVERNMENT.

FOR THE PAST TWO YEARS A FORCE INCLUDING HUNDREDS OF MEN AND WOMEN HAS BEEN WORKING DAY AND NIGHT, ROUNDING UP THE ENEMIES WITHIN—JUST AS THE GOVERNMENTAL AGENTS ARE ALWAYS KEPT BUSY BY THE FORCES OF THE UNDERWORLD WHO CONSIDER UNCLE SAM FAIR PREY. SMUGGLERS, COUNTERFEITERS, MAIL THIEVES AND MOONSHINERS NEVER APPEAR TO TIRE OF TRYING TO GET MONEY WITHOUT WORKING FOR IT.

BUT UNCLE SAM'S ARM IS LONG AND HIS MEMORY RETENTIVE. SOONER OR LATER HE NAILS THE MAN WHO BREAKS HIS LAWS, THOUGH IT OFTEN ENTAILS MONTHS OF WORK AND FEATS OF DETECTIVE GENIUS WHICH FAR OUTSTRIP THOSE OF FICTION.

THOUGH WRITTEN IN NARRATIVE FORM, THE ARTICLES IN THIS SERIES ARE ALL BASED ON FACT—FACTS, IN MANY CASES, AVAILABLE ONLY SINCE THE CESSATION OF HOSTILITIES. NAMES AND LOCATIONS HAVE HAD TO BE ALTERED, BUT A FULL REPORT OF EACH CASE WOULD BE FOUND IN THE ARCHIVES OF THE DIFFERENT DEPARTMENTS IF THEY WERE THROWN OPEN TO PUBLIC INSPECTION, FOR THESE ARE BUT A FEW OF THE INSTANCES IN WHICH THE LONG ARM OF UNCLE SAM HAS REACHED TO SEIZE THE MEN WHO BREAK HIS LAWS.

V.—Phyllis Dodge, Smuggler Extraordinary

BILL QUINN tossed aside his evening paper and, cocking his feet upon a convenient chair, remarked that now that peace was finally signed, sealed and delivered, there ought to be a big boom in the favorite pastime of the idle rich.

"Meaning what?" I inquired.

"Smuggling, of course," said Quinn, who only retired from Secret Service when an injury received in action forced him to do so.

"Did you ever travel on a liner when four out of every five people on board didn't admit that they were trying to beat the Customs officials one way or another—and the only reason the other one didn't follow suit was because he knew enough to keep his mouth shut. That's how Uncle Sam's detectives pick up a lot of clues. The amateur crook never realizes that silence is golden and that oftentimes speech leads to a heavy fine."

"Now that the freedom of the seas is an accomplished fact the whole crew of would-be smugglers will undoubtedly get to work again, only to be nabbed in port. Inasmuch as ocean travel has gone up with the rest of the cost of living, it'll probably be a sport confined to the comparatively rich for a couple of years anyhow."

"It was different in the old days. Every steamer that came in was loaded to the eyes and you never knew when you were going to spot a hidden necklace or a packet of diamonds that wasn't destined to pay duty. There were thrills to the game, too, believe me."

"Why, just take the case of Phyllis Dodge."

Mrs. Dodge—Quinn continued, after he had puffed his pipe to a condition where it was reasonable sure to remain lighted for some time—was, theoretically at least, a widow. Her full name, as it appeared on many passenger lists during the early part of 1913, was Mrs. Mortimer C. Dodge, of Cleveland, Ohio. When the Customs officials came to look into the matter they weren't able to find anyone in Cleveland who knew her, but then it's no penal offense to give the pursuer a wrong address, or even a wrong name for that matter.

While there may have been doubts about Mrs. Dodge's widowhood—whether she had ever been married, for that matter—there could be none about her beauty. In the language of the classics, she was there. Black hair, brown eyes, a peach-and-cream complexion that came and went while you watched it and a figure that would have made her fortune in the "follies," Joe Gregory said afterward that trading her was one of the easiest things he had ever done.

To get the whole story of Phyllis and her extraordinary cleverness—extraordinary because it was so perfectly obvious—we'll have to cut back a few months before she came on the scene.

For some time the Treasury Department had been well aware that a number of precious stones, principally pearls and necklaces, were being smuggled into the country. Agents abroad—the department maintains a regular force in Paris, London, Rotterdam and other European ports, you know—had reported the sale of the jewels and they had turned up a few weeks later in New York or Chicago. But the Customs Service never considers it wise to trace stones back from their owners on this side. There are too many ramifications to any well-planned smuggling scheme and it is too easy for someone to claim that he had found them in a long-forgotten chest in the attic or some such story as that. The burden of proof rests upon the Government in a case of this kind and, except in the last extremity, it always tries to follow the chase from the other end—to nab the smuggler in the act and thus build up a jury-proof case.

Reports of the smuggling cases had been filtered into the Department half a dozen times in as many months and the matter finally got on the Chief's nerves to such a degree that he determined to thresh it out if it took every man he had.

In practically every case the procedure was the same—though the only principals known were different each time.

Peterdum, for example, would report: "Pearl necklace valued at \$10,000, sold today to man named Silverburg. Have reason to believe it is destined for States"—and then would follow a technical description of the necklace. Anywhere from six weeks to three months later, the necklace would turn up in the possession of a jeweler who bore a shady reputation. Sometimes the article wouldn't appear at all, which might have been due to the fact that they weren't brought into this country or that the receivers had altered them beyond recognition. However, the European advisers pointed to the latter supposition—which didn't soothe the Chief's nerves the least bit.

Finally, again in the middle of the spring of 1913, there came a cable from Paris announcing the sale of the famous Yquem emerald—a gorgeous stone that you couldn't help recognizing once you got the description. The purchaser was reported to be an American named Williamson. He paid cash for it, so his references and his antecedents were not investigated at the time.

Sure enough, it wasn't two months later when a report came in from Chicago that a pork-mad millionaire had added to his collection a stone which tallied to the description of the Yquem emerald.

"Shall we go after it from this end, Chief?" inquired one of the men on the

job in Washington. "We can make the man who bought it tell us where he got it and then sweat the rest of the game out of the go-between."

"Yes," snorted the Chief, "and he laughed out of court on a trumped-up story framed by a well-paid lawyer. Not a chance! I'm going to land those birds and land 'em with the goods. We can't afford to take any chances with this crowd. They've evidently got money and brains, a combination that you've got to stay awake nights to beat. No—well, hell 'em in New York just as they're bringing the stones in."

"Send a wire to Gregory to get on the job at once and tell New York to turn loose every man they've got—though, they've been working on the case long enough, Heaven knows!"

The next morning when Gregory and his society manner strolled into the Customs House in New York he found the place buzzing. Evidently the instructions from Washington had been such as to make the entire force fear for their jobs unless the smuggling operation was broken up quickly. It didn't take Joe very long to get the details. They weren't many and he immediately discarded the idea of possible collusion between the buyers of the stones abroad. It looked to be a certainty on the face of it, but, once he had discovered that, what good did it do you? It wasn't possible to jail a man just because he bought some jewels in Europe—and, besides, the orders from Washington were very clear that the case was to be handled solely from this side—at least the final arrest was to be made on American soil to avoid extradition complications and the like.

So when Joe got all the facts they simply were that some valuable jewels had been purchased in Europe and had turned up in America, without going through the formality of visiting the Customs House anywhere from six weeks to three months later.

"Not much to work on," grumbled Gregory, "and I suppose, as usual, that the Chief will be as peevish as Hades if we don't nab the guilty party within the week."

"It's more than possible," admitted one of the men who had handled the case.

Gregory studies the dates on which the jewels had been purchased and those on which they had been located in this country for a few moments in silence. Then:

"Get me copies of the passenger lists of every steamer that has docked here in the past year," he directed. "Of course it's possible that these things might have been landed at Boston or Philadelphia, but New York's the most likely port."

When the lists had been secured Gregory stuffed them into his suit case and started for the door.

"Where are you going?" inquired McMahon, the man in charge of the New York office.

"Up to the Adirondacks for a few days," Gregory replied.

"What's the idea? Think the stuff is being brought over by airplane and landed inland? Luners don't dock up—state you know."

"No," said Gregory, "but that's where I'm going to look until I can digest this stuff. And I'll tap his suit case, too. Somewhere in this bunch of booklets there's a clue to this case and it's up to me to spot it. Good-bye."

Five days later when he sauntered back into the New York office the suitcase was surprisingly light. Apparently every one of the passenger lists had vanished. As a matter of fact they had been boiled down to three names which were carefully inscribed in Joe's notebook.

"Did you pick up any jewels in the Catskills?" was the question that greeted him when he entered.

"Wasn't in the Catskills," he growled. "Went up in a camp in the Adirondacks—couldn't blaze. Any more stuff turn up?"

"No, but a wire came from Washington just after you left to watch out for a \$100,000 string of pearls sold at a private auction in London last week to an American named . . ."

The Pearl Necklace Case.

"I don't care what his name was," Gregory cut in. "What was the date they were sold?"

"The sixteenth."

Gregory glanced at the calendar. "And today is the twenty-second," he mused. "What odds are due in the next three days?"

"The 'Cretic' docks this afternoon and the 'Tasmania' ought to get in tomorrow. That'll be all until the end of the week."

"Right!" snapped Gregory. "Don't let a soul off the 'Cretic' until I've had a look at her passenger list. It's too late to go down the harbor now, but I've had a chance to look 'em over. Also cable for a copy of the 'Tasmania's' passenger list. Hurry it up!"

Less than ten minutes after he had slipped on board the 'Cretic,' however, Gregory gave the signal which permitted the gang-plank to be lowered and the passengers to proceed as usual—except for the fact that the luggage of every one and the persons of not a few were searched with more than the average carelessness. But not a trace of the pearls was found, as Joe had anticipated. A careful inspection of the passenger list and a few moments with the pursuer had convinced him that none of his three suspects were on board.

Shortly after he returned to the office, the list of the 'Tasmania's' passengers began to come over the cables. Less than half a page had been re-

ceived when Gregory uttered a sudden exclamation, reached for his notebook, compared a name in it with one which appeared on the cable report and indulged in the luxury of a deep-throated chuckle.

"Greg's got a nibble somewhere," commented one of the bystanders.

"Yes," admitted his companion, "but landin' the fish is a different matter. Whoever's on the other end of that line is a mighty cagey individual."

But, though he undoubtedly overheard the remark, Gregory didn't seem to be the least bit worried. In fact, his hat was at a more rakish angle than usual and his cane fairly whistled through the air as he wandered up the Avenue half an hour later.

The next the Customs force heard of him was when he boarded the quarantined boat the next morning, clambering on the liner a little later with all the skill of a pilot.

"You have a passenger on board by the name of 'Dodge,'" he informed the pursuer, after he had shown his badge. "Mrs. Mortimer C. Dodge. What do you know about her?"

"Not a thing in the world," said the pursuer, "except that she is a most beautiful and apparently attractive woman. Crossed with us once before."

"Twice," corrected Gregory. "Came over in January and went right back."

"That's right," said the pursuer, "so

way. Mrs. Dodge had brought in a few dainty trinkets, but they were all down on her declaration and, within the hour she was headed up town in a taxi, accompanied by a maid who had met her as she stepped out of the Customs Office.

Not far behind them trailed another taxi, top up and Gregory's eyes glued to the window behind the chauffeur. The first machine finally drew up at the Astor and Mrs. Dodge and the maid went in, followed by a pile of luggage which had been searched until it was a moral certainty that not a needle would have been concealed in it.

Gregory waited until they were out of sight and then followed. In answer to his inquiries at the desk he learned that Mrs. Dodge had stopped at the hotel several times before and the house detective assured him that there was nothing suspicious about her conduct.

"How about the maid?" inquired Gregory.

"Don't know a thing about her either, except that she is the same one she had before. Pretty little thing, too—though not as good-looking as her mistress."

For the next three days, Joe hung around the hotel or followed the lady from the 'Tasmania' wherever she went. Something in the back of his head—call it intuition or a hunch or whatever you please, but it's the feeling that

the ship had cleared the dock.

"Heads me," muttered Gregory. "But I'm willing to gamble my job that I'm right." And that night he wired to Washington to keep a close lookout for the London pearls, adding that he felt certain they would turn up before long.

"In that case," muttered the Chief at the other end of the wire, "why in Heaven's name didn't he get them when they came in?"

Sure enough, not a fortnight had passed before St. Louis reported that a string of pearls, perfectly matched, answering to the description of the missing jewels, had been offered for sale there through private channels.

The first reaction was a telegram to Gregory that fairly burned the wires, short but to the point: "Either the man who smuggled that necklace or your job in ten days. It read:

And Gregory replied: "Give me three weeks and you'll have one or the other." Meanwhile he had been far from inactive. Still playing his hunch that Phyllis Dodge had something to do with the smuggling game, he had put in time cultivating the only person on this side that appeared to know her—the maid.

It was far from a thankless task, for Alyce—she spelled it with a "y"—was pretty and knew it. Furthermore, she appeared to be entirely out of her element in a cheap room on Twenty-fourth Street. Most of the time she spent in wandering up the Avenue and it was there that Gregory made her acquaintance—through the expedient of bumping her bag out of her hands and

But there, for the first time, Alyce balked. She didn't refuse him, but she stated in so many words that she had a place that suited her for the time being and that, until the fall at least, she preferred to keep on with it.

"That suits me all right," declared Gregory. "Take your time about it. Meanwhile we'll continue to be good friends and trail around together, eh?"

"Certainly," said Alyce, "but—that is—until Tuesday."

"Tuesday?" inquired Joe. "What's coming off Tuesday?"

"Mrs. Dodge will arrive on the 'Atlantic,'" was the reply, "and I'll have to be with her for three days, at least."

"Three days—!" commenced Gregory, and halted himself. It wasn't wise to show too much interest. But that night he called the Chief on long distance and inquired if there had been any recent reports of suspicious jewel sales abroad. "Yes," came the voice from Washington, "pearls again. Loose ones, this time. And your three weeks' grace is up at noon Saturday." The clerk that followed as the receiver hung up was finally itself.

The same procedure, altered in a few minor details, was followed when Mrs. Dodge landed. Again she was searched to the skin; again her luggage was gone over with microscopic care and again nothing was found.

This time she stayed at the Knickerbocker, but Alyce was with her as usual.

Deprived of his usual company and left to his own devices, Gregory took a long walk up the Drive and tried to

emerge from the phone booth they would be marveled at the look of keen satisfaction and relief that was spread over his face. The cat that swallowed the canary was tired of life, compared to Joe at that moment.

Next morning the Customs operatives were rather surprised to see Gregory stroll down to the 'Atlantic's' dock about ten o'clock.

"They're you were somewhere up town on the Chief's pet case," said one of them.

"So I was," answered Joe. "But that's practically cleared up."

With that he went aboard and no one saw him until just before the 'All-ashore' call. Then he took up his place beside the gang-plank, with three other men placed nearby in case of accident.

"Follow my lead," he directed. "I'll speak to the girl. Two of you stick here to make certain that she doesn't get away and you, Bill, beat it on board then and tell the Captain that the boat's not to clear until we give the word. We won't delay him more than ten minutes at the outside."

When Alyce came down the gang-plank a few minutes later, in the midst of people who had been saying goodbye to friends and relatives, she spotted Joe waiting for her and started to move hurriedly away. Gregory caught up with her before she had gone a dozen feet.

"Good morning, Alyce," he said. "Thought I'd come down to say good-bye. What've you got in the bag there?"

"Not—not a thing," said the girl, flushing. Just then the matron joined the party, as previously arranged, and Joe's tone took on its official hardness. "Hurry up and search her! We don't want to keep the boat any longer than we have to."

Less than a minute later the matron thrust her head out of the door long enough to report: "We found 'em—the pearls. She had 'em in the front of her dress."

Gregory was up the gang-plank in a single bound. A moment later he was knocking at the door of Mrs. Dodge's state room. The matron who turned her was under arrest on a charge of bringing jewels into the United States without the formality of paying duty. Of course, the lady protested—but the 'Atlantic' sailed, less than ten minutes behind schedule time, without her.

Promptly at twelve, the phone on the desk of the Chief of the Customs Division in Washington buzzed noisily.

"Gregory speaking," came through the receiver. "My time's up—and I've got the party you want. Claims to be from Cleveland and sails under the name of Mrs. Mortimer D. Dodge—first name Phyllis. She's confessed and promises to turn State's evidence if we'll go light with her."

"That," added Quinn, "was the finish of Mrs. Dodge, so far as the Government was concerned. In order to land the whole crew—the people who were handling the stuff on this side as well as the ones who were mixed up in the scheme abroad—they let her go scott free, with the proviso that she's to be rushed to Atlanta if she ever pokes her nose into the United States again. The last I heard of her she was in Monaco, tangled up in a blackmail case there."

Gregory told me all about it sometime later. Said that the first man had come to him when he studied the passengers' lists in the wilds of the Adirondacks. Went there to be alone and concentrate. He found that of all the people listed, only three—two men and a Mrs. Dodge—had made the trip frequently in the past six months. The frequency of Mrs. Dodge's travel evidently made it impracticable for her to use different aliases. Some one would be sure to spot her.

"But it wasn't until that night on Riverside Drive that the significance of the data struck him. Each time she took the same boat on which she had come over. Did she have the same state room? The phone call to MacPherson established the fact that she did this time at least. The rest was almost as obvious as the original plan. The jewels were brought abroad, passed on to Phyllis and she tucked them away somewhere in her state room. Her bags and her person could, of course, be searched with perfect safety. Then, what was more natural than that her maid should accompany her on board when she was leaving? Nobody ever pays any attention to people who board the boat at this end, so Alyce was able to walk off with the stuff under the very eyes of the Customs authorities—and they found later that she had the nerve to place it in the hands of the Government for the next twenty-four hours. She sent it by registered mail to Pittsburgh and it was passed along through an underground 'fence' channel until a prospective purchaser appeared."

"Perfectly obvious and perfectly simple—that's why the plan succeeded until Gregory began to make love to Alyce and got the idea that Mrs. Dodge was going right back to Europe hampered into his head. It had occurred to him before, but he hadn't placed much value on it. . . .

"O-o-o-o," yawned Quinn. "I'm getting dry. Traut out some grape juice and put on that Kreisler record—Drigo's Serenade. I love to hear it. Makes me think of the time when they landed that scoundrel Welfar."

"A Matter of Record," the sixth of the "Long Arm of Uncle Sam" stories, will appear next.



GREGORY CAUGHT UP WITH HER. . . . "WHAT'VE GOT IN THE BAG THERE?"

she did. I'd forgotten that. But, beyond that fact, there isn't anything that I can add."

"Seem to be familiar with anyone on board?"

"Not particularly. Mixed with the younger married set and I've noticed her on deck with the Mortons quite frequently. Probably met them on her return trip last winter. They were along then, if I remember rightly."

"Thanks," said the customs operative. "You needn't mention anything about my inquiries, of course, and he mixed with the throng of newspaper reporters who were picking up news in various sections of the big vessel."

When the 'Tasmania' docked, Gregory was the first one off.

"Search Mrs. Mortimer C. Dodge to the skin," he directed the matron. "Take down her hair, tap the heels of her shoes and go through all the usual stunts, but be as gentle as you can about it. Say that we've received word that some uncut diamonds—not pearls, mind you—are concealed on the 'Tasmania' and that orders have been given to go over everybody thoroughly. Pass the word along the line to give out the same information, so she won't be suspicious. I don't think you'll find anything, but you never can tell."

At that, Joe was right. The matron didn't locate a blessed thing out of the

a good operative gets when he's on the right trail—told him that he was "warm," as the kids say. Appearance seemed to deny that fact. Mrs. Dodge went only to the most natural places—a few visits to the stores, a couple to fashionable modistes and milliners, and some drives through the Park, always accompanied by her maid and always in the most up-to-date and open manner.

But, on the evening of the third day, the house detective tipped Joe off that his prey was leaving in the morning.

"Guess she's going back to Europe," reported the house man. "Gave orders to have a taxi ready at 9 and her trunks taken down to the docks before then. Better get busy if you want to land her."

"I'm not ready for that just yet," Gregory admitted with a scowl.

When Mrs. Dodge's taxi drove off the following morning, Joe wasn't far away and, noting on orders which he had delivered over the phone, no less than half a dozen operatives watched the lady and the maid very closely when they reached the dock.

Not a thing came of it, however. Both of them went to the state-room which had been reserved and the maid remained to help with the unpacking until the "All-ashore-that're-going-ashore" was belled through the boat. Then she left and stood on the pier un-

restoring it with one of her courtly bows. The next minute she was strolling along side, remarking on the beauty of the weather.

But, although he soon got to know Alyce well enough to take her to the theater and to the cabarets, it didn't seem to get him anywhere. She was perfectly frank about her position. Said she was a hair-dresser by trade and that she acted as lady's maid to a Mrs. Dodge who spent the better part of her time abroad.

"In fact," she said, "Mrs. Dodge is only here three or four days every two months or so."

"And she pays you for your time in between?"

"Oh, yes," Alyce replied, "she's more than generous."

"I should say she was," Gregory thought to himself—but he considered it best to change the subject.

During the days that followed, Joe exerted every ounce of his personality in order to make the best possible impression. Posing as a man who had made money in the West, he took Alyce everywhere and treated her royally. Finally, when he considered the time ripe, he injected a little love into the equation and hinted that he thought it was about time to settle down and that he appeared to have found the proper person to settle with.

He brushed the problem.

"Come over on a different boat almost every trip," he thought, "so that eliminates collusion with any of the crew. Doesn't stay at the same hotel two times running, so there's nothing there. It's the same maid and always returns—"

Then it was that motorists on Riverside Drive were treated to the sight of a young and extremely prepossessing man, dressed in the height of fashion, throwing his hat in the air and uttering a yell that could be heard for blocks. After which he disappeared hurriedly in the direction of the nearest drug store.

A hasty search through the phone book gave him the number he wanted—the offices of the Black Star Line.

"Is Mr. MacPherson, the pursuer of the 'Atlantic,' there?" he inquired. "Then? Hello, Mr. MacPherson? This is Gregory, Customs Division. You remember me, don't you? Worked on the Maltland diamond case with you two years ago. . . .

Wonder if you could tell me something about—know—is Mrs. Mortimer C. Dodge booked to go back with you tomorrow? She is? What's the number of her state-room? And—what was the number of the room she had coming over? . . . I thank you."

If the motorists whom Gregory had startled on the Drive had seen him

(Continued from Page 3).

The letter was from Henry, and Leoncia scanned it hurriedly. It was not precisely a farewell, for he wrote in the tenor of a man who never expected to die save by some incon-

It was in the mid-afternoon, and Henry, at his barred cell-window, stared out into the street and wondered if any sort of breeze would ever begin to blow from off Chiriqui. The street was dusty and filthy—filthy, because the only scavengers it had ever known since the town was founded centuries before were the vultures and dogs and jackals. There was no sweeping and hopping about in the debris. Low, white-washed buildings of stone and adobe made the street a furnace.

The white of it all, and the dust, and the heat, were intolerable to the eyes, and Henry would have withdrawn his gaze, had not the sev-

erely supplied, he managed to be politely grateful and to run on with his tale.

"I have driven from Potosi down to Toro. It has taken me five days, and I have been poor. My home is in Colon, and I wish I were safely there. But even a noble Narvaez may be a peddler, and even a peddler must live, eh, senor? It is not so, but there is not a Tomas Romero who dwells in this pleasant city of San Antonio!"

"There are any God's number of Tomas Romeros who dwell everywhere in this country," said Pedro, the assistant jailer. "You would need fuller description."

"He is the cousin of my second

the man who would pay me to be honest?" the turnkey demanded?

"Then take the hatchet there a open the box," Rafael drove in point-blank. "We won't be hurt."

"But you're not to share the turkeys with us, that surely have been paid to be honest. Open to box, Janelco, or we shall perish our curiosity."

"All right, we will only look at the turkey," Janelco said, and Pedro turned nervously, as the turnkey pried off a board with the blade of the hatchet. "Then we close the box again—put your finger, Janelco, what is it you feel like?"

"Ah!"

After pulling and tugging, Janelco

"The old man was a rogue," quoth Pedro. "And when he comes back tomorrow for his share of the loot, I will be a feather in all our caps." "If we destroy the evidence—" "thus?" queried Augustine, knocking off another bottle. "I will save the evidence—" "thus?" Pedro replied, smashing an empty bottle on "be stone flax." "Listen, comrades. The box is in the corner of the cell, behind the fellows. The bottles broke. The liquor ran out, and so were we made aware of the contraband. The box and the broken bottles will be evidence sufficient."

The uproar grew as the liquor diminished. One gentleman quar-

Now They Smoke in Public Streets

favor with its deadly foes at home and abroad.—Argonaut.

◆

SINATOR WARREN.

Hon. Francis E. Warren, the wealthy Senator from Wyoming, in speaking of his boyhood recently, said: "My father, a two-story man, was only twenty years older than myself. His gauge was work, physical work, and if he ever boasted of me it was about my strength. He had 'bought his time' of his father; he had often said, and I, in turn, bought mine of him. 'What will you take,' I one day asked, 'to let me go and work for you a year?' 'That would be selling you seven years,' he answered. 'I owe,' and he mentioned the name of a neighbor, 'Sixty-five dollars for a yoke of oxen.' If you will pay that debt you may have your freedom. But if you leave home you are not to return unless you are sick, and if you do return, even for a day, you will have to work'."—Argonaut.

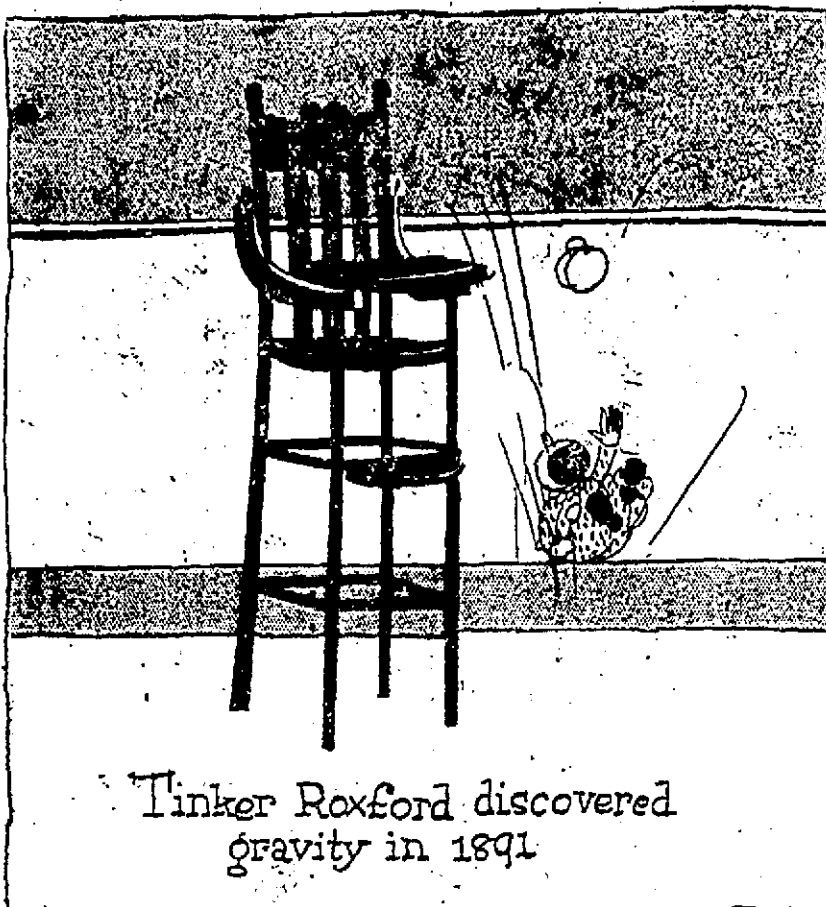
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COUNTESS MARKIEVICH.

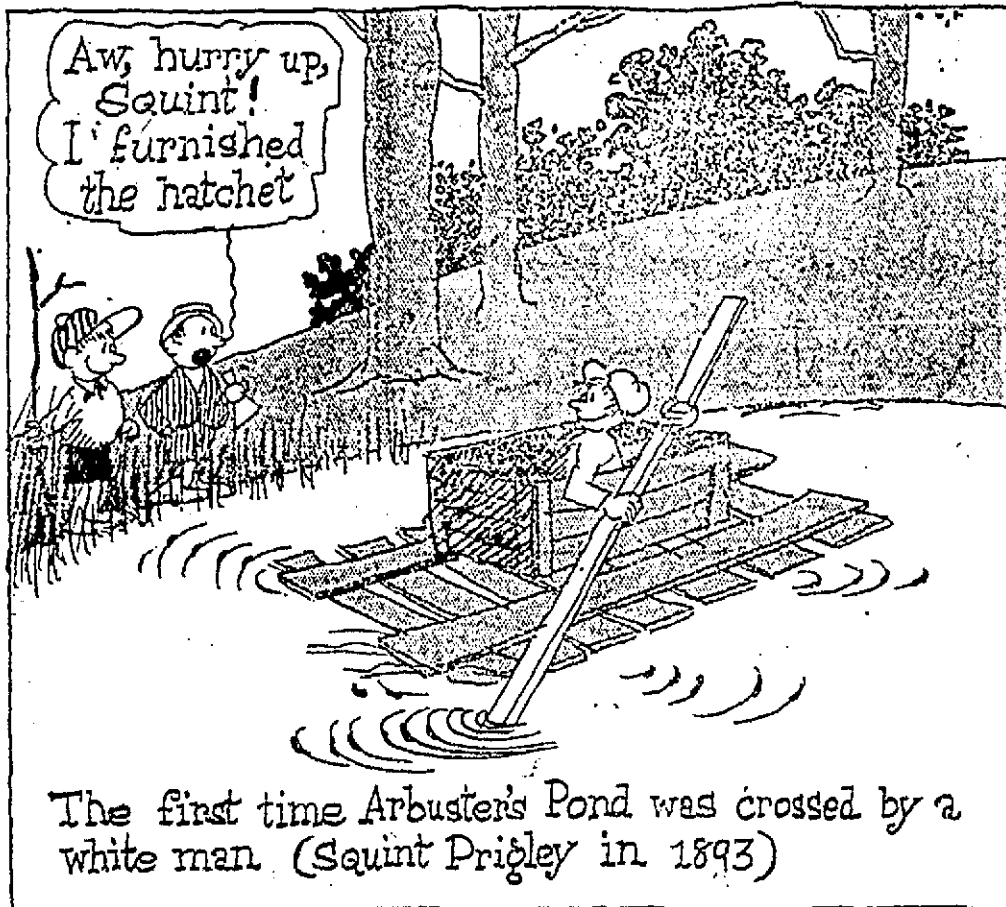
Countess Markievich, member of Parliament, who has again been arrested in Ireland and taken to County under escort, has been known as the leading figure in the Sinn Féin movement. This arrest adds another chapter to an unusually eventful life. Countess Markievich took part in the Dublin rebellion of 1916 and received a life sentence of penal servitude. She was released but was rearrested in May, 1918, and interned. She was again released early this year. When she went to jail some writer said: "To Dublin remains the memory of a flying figure on a bicycle of which one caught glimpses on the streets of the south side, or whom one saw at all times in the Rathmines tram-car, restlessly talking, talking—usually in French—always careless in dress, but distinguished in spite of her costume, a very tall, very fair, very tense figure that it is very hard to forget."—Argonaut.

IMPORTANT EVENTS IN HISTORY

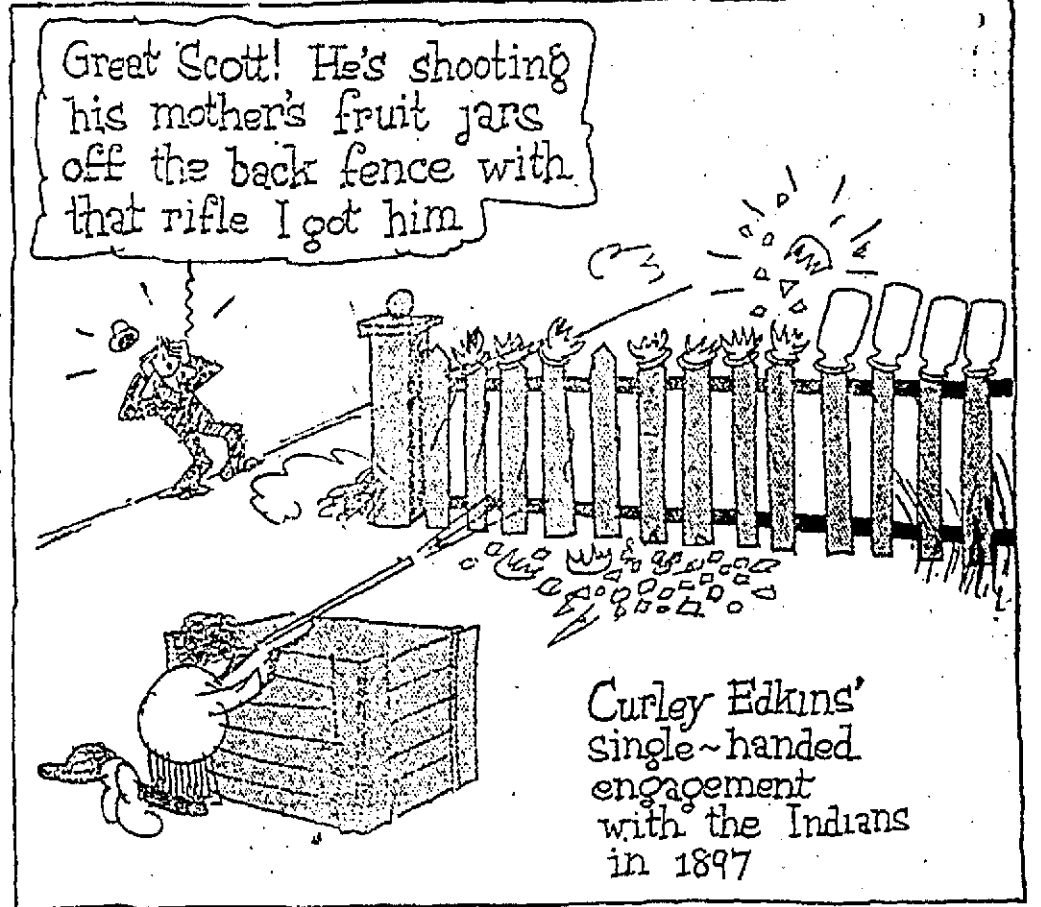
by **DON HEROLD**



Tinker Roxford discovered gravity in 1891



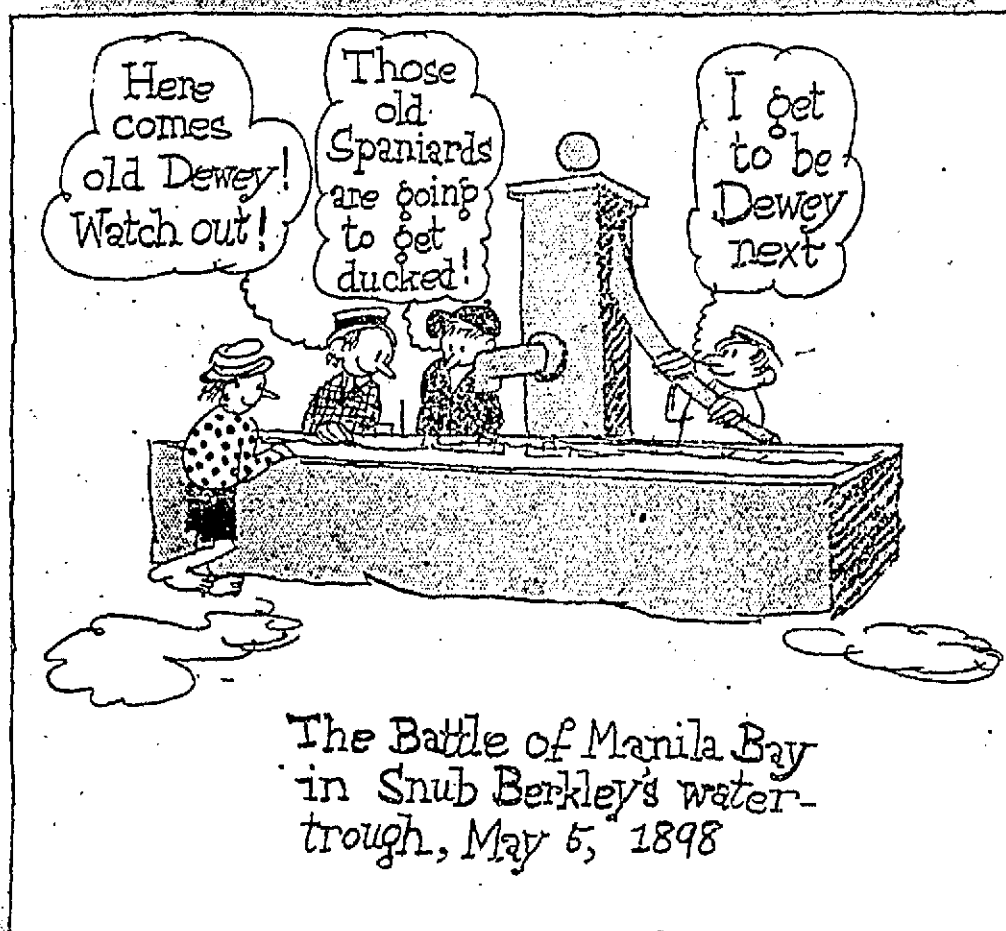
The first time Arbuster's Pond was crossed by a white man. (Squint Pripsey in 1893)



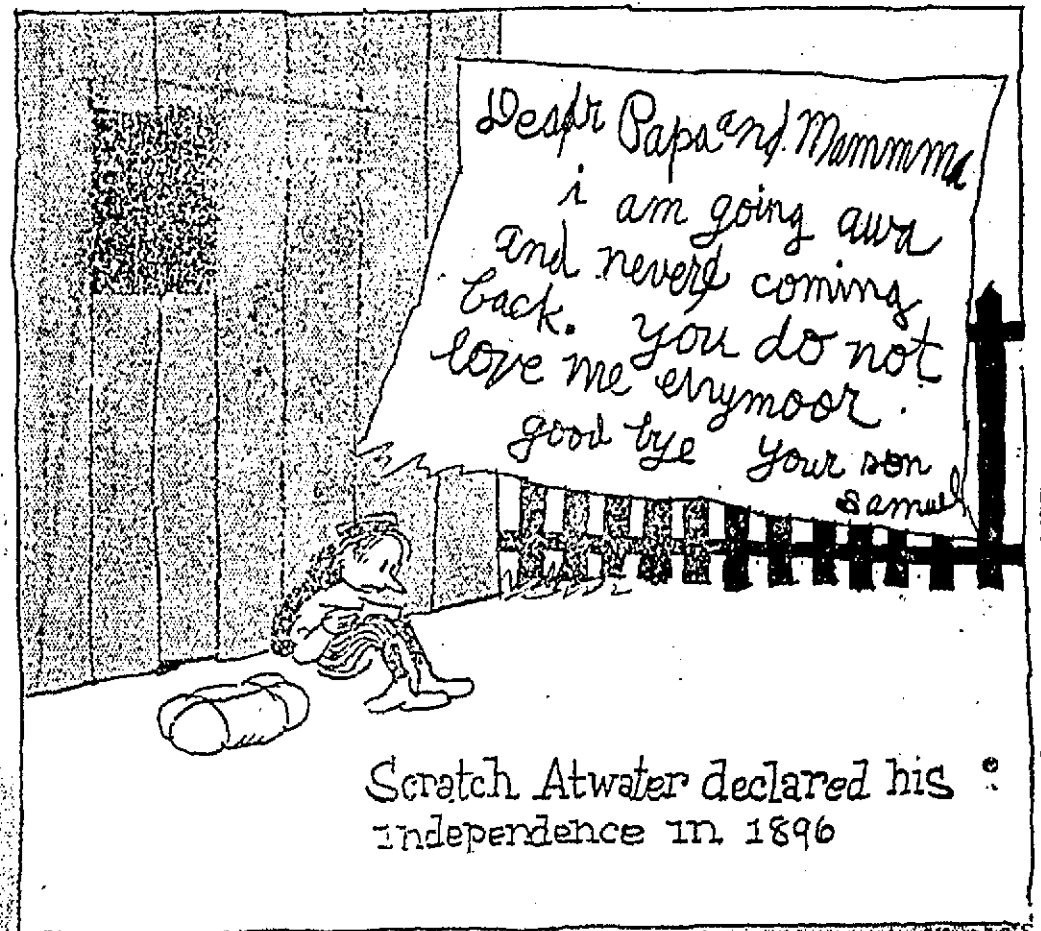
Curley Edkins' single-handed engagement with the Indians in 1897



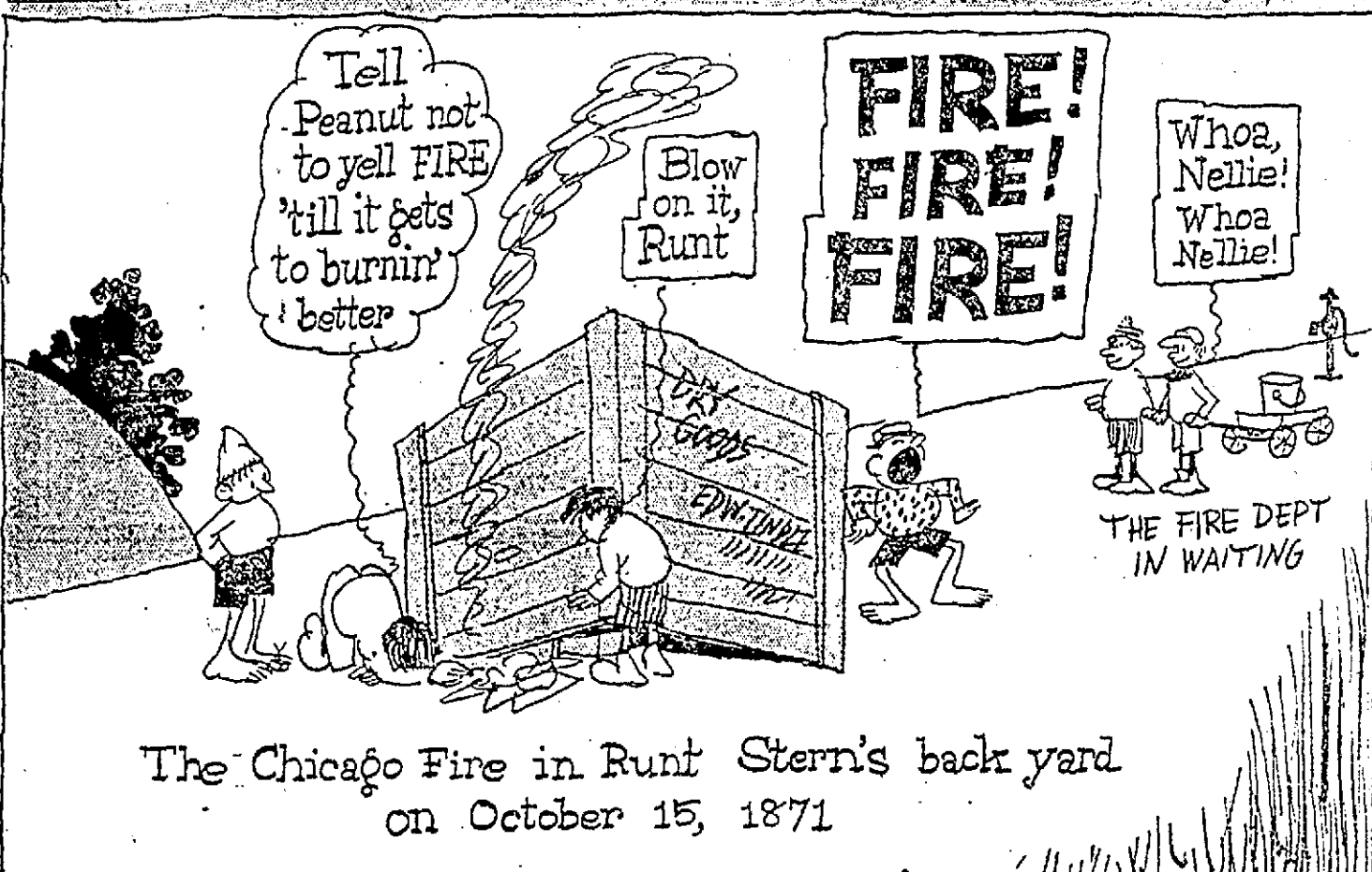
Wart Snodger's South African exploring expedition in 1893



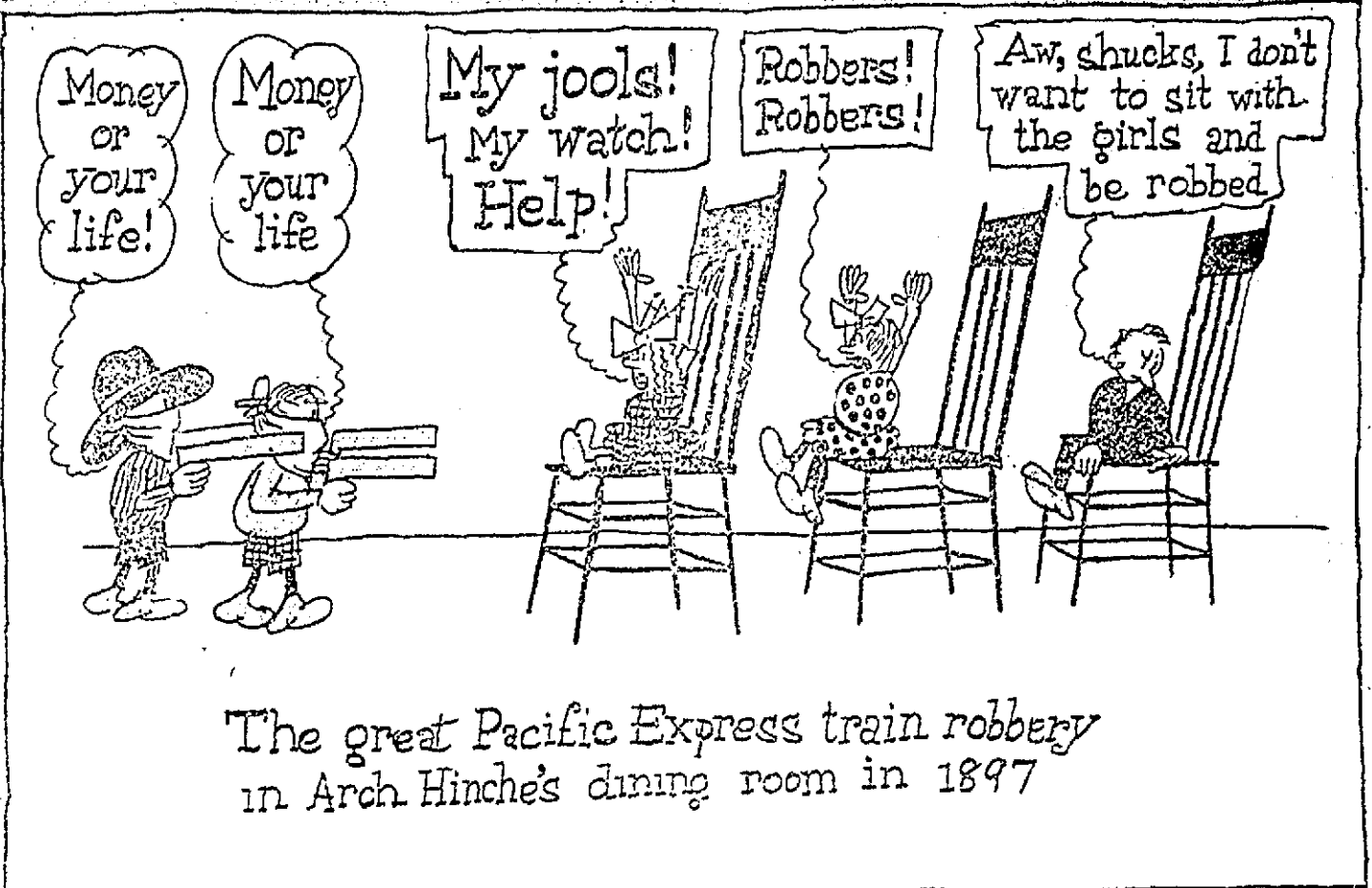
The Battle of Manila Bay in Snub Berkley's water-trough, May 5, 1898



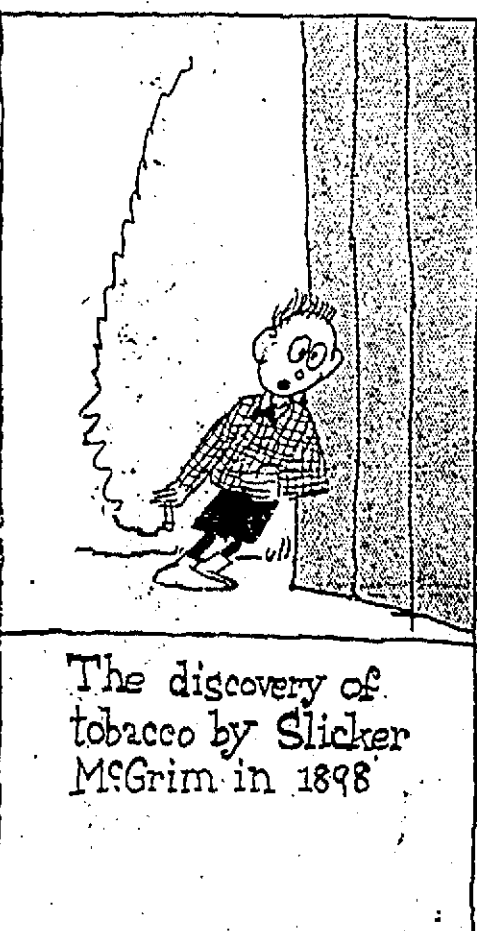
Scratch Atwater declared his independence in 1896



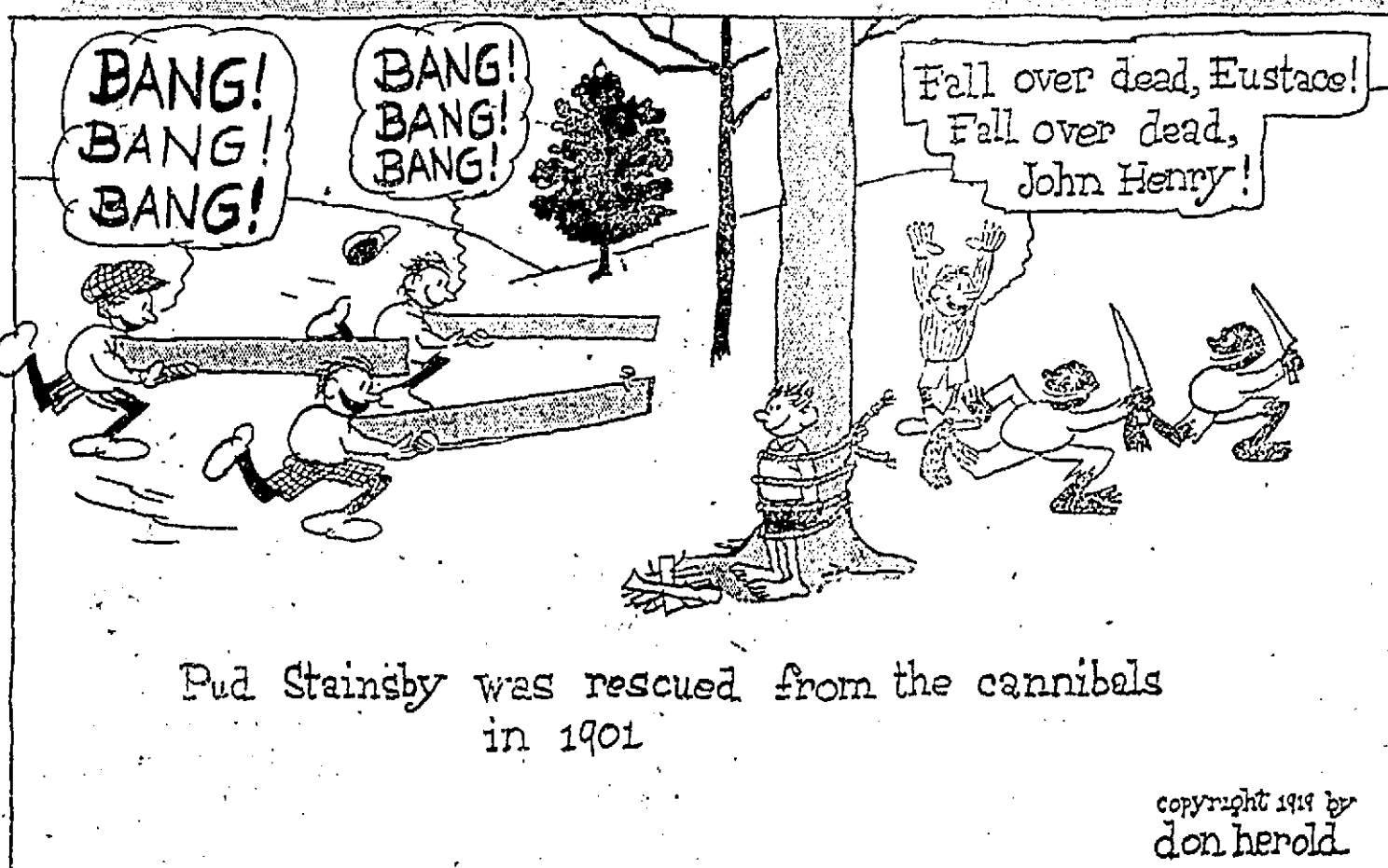
The Chicago Fire in Runt Stern's back yard on October 15, 1871



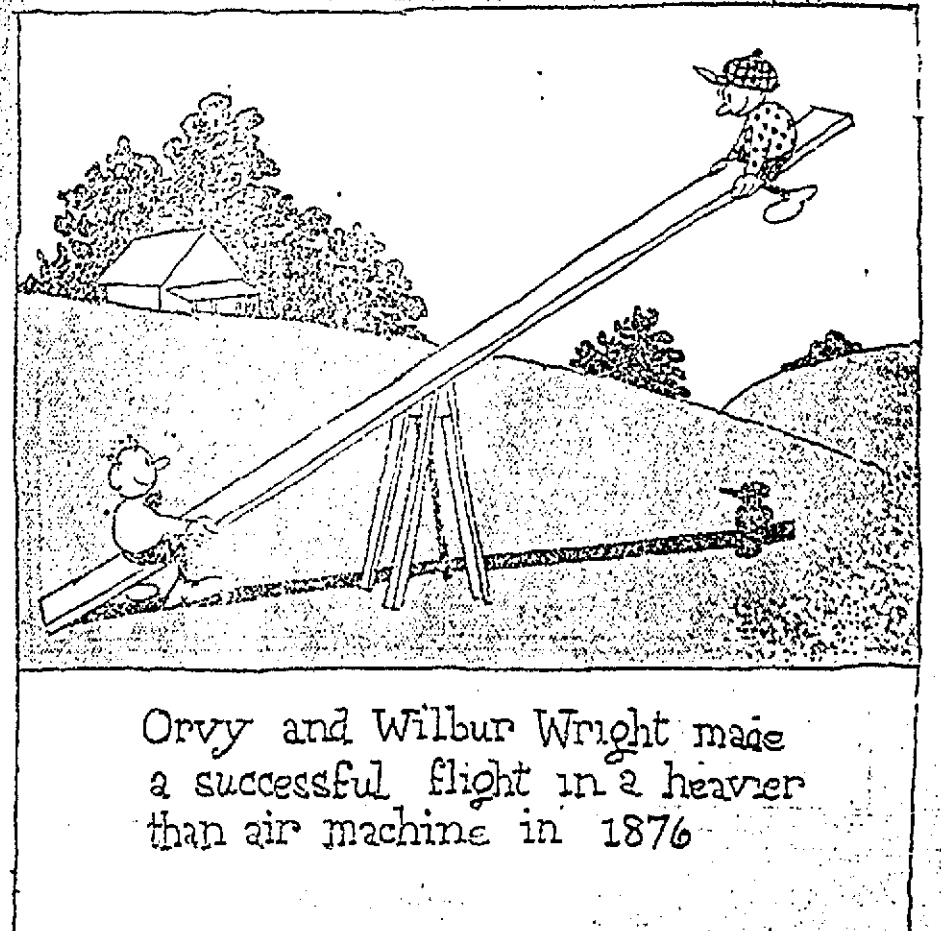
The great Pacific Express train robbery in Arch Hince's dining room in 1897



The discovery of tobacco by Slicker McGrim in 1898



Pud Stainsby was rescued from the cannibals in 1901



Orvy and Wilbur Wright made a successful flight in a heavier than air machine in 1876



You can golf
with anybody
but your wife -

Sketches from life
by
Westerman

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And then the pout started —
Hus: — "You're swaying your body Mary, that's
your trouble. Your form's bad!"
Wife: — "I am not swaying my body and Mr.
Holcomb says my form is perfect!"
Hus: — "Awright, awright
you win!"



Friend wife overhears a choice bit of soft-stuff which
friend husband has just passed out to Miss Fluffy.
Miss Fluffy: "I'm afraid my laughing spoiled your
drive, Mr. Smith!" Smiley: "Oh, no! Nothing ever
disturbs me, Miss Fluffy!" — And the day before
he had thrown a fit and stopped playing with wife
because she had sniffed while he was putting.



Oh! boy! —
"I told John that I'd take up the game if
he'd play with me every day and he said
he'd advise me not to play as it would
make my hand ugly and enlarge my ankles."



Wife: — "You don't need to tell me how to
get out of this bunker, if you hadn't told
me to change my stance I wouldn't have
been in the darned old thing!"



She: — "It isn't the criticism I object
to, I want you to criticize. It's the
way you say it!"

Oh! Girl!
He had been calling her down hard for looking
up on her drives when all at once on number ten
he took a mighty swat at the ball, missed it
altogether and the wind from the awful whiff
just fanned it off the tee.

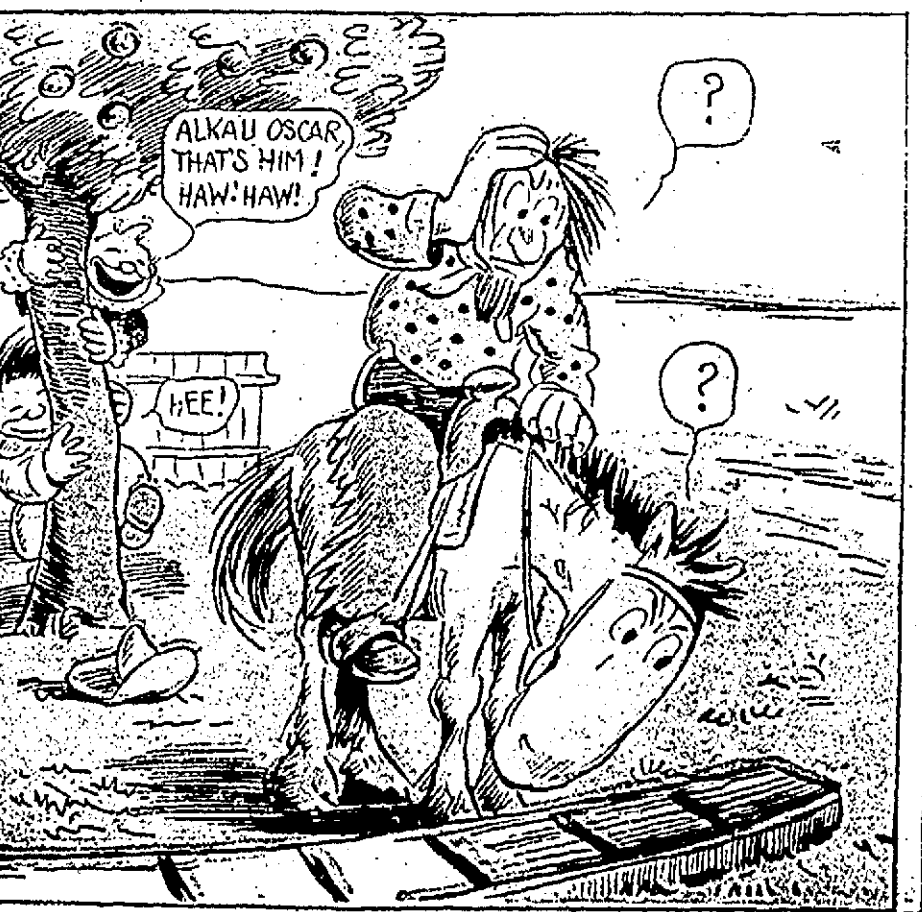
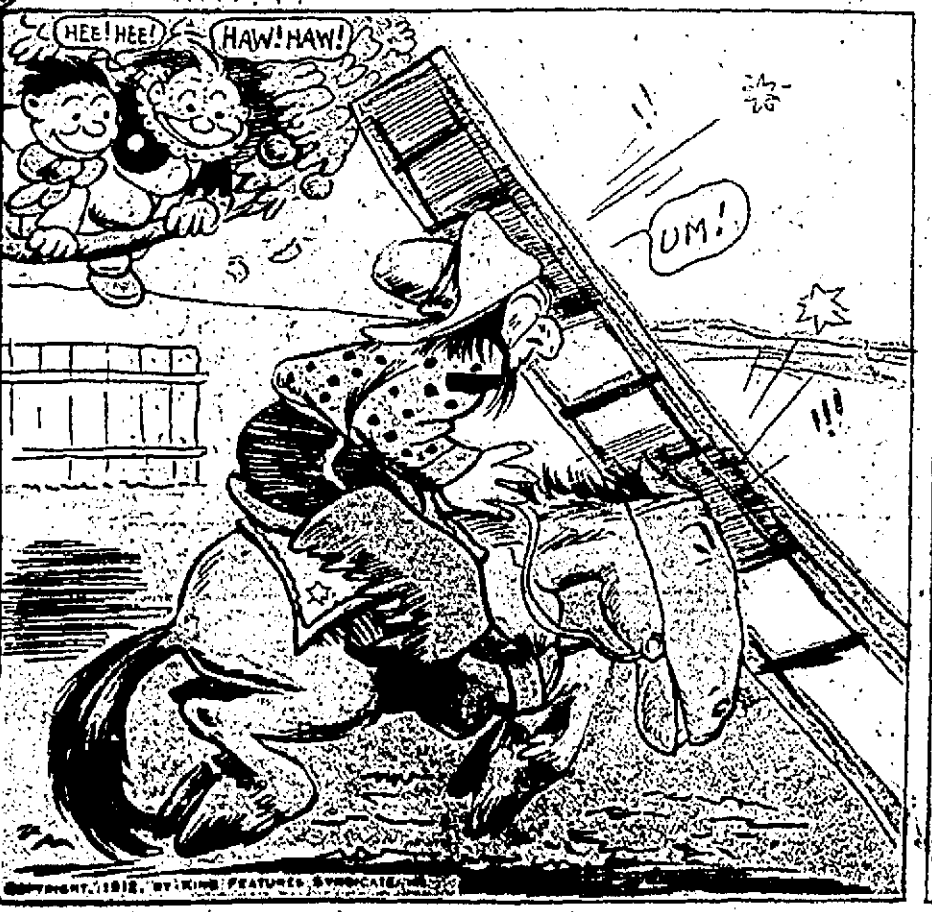
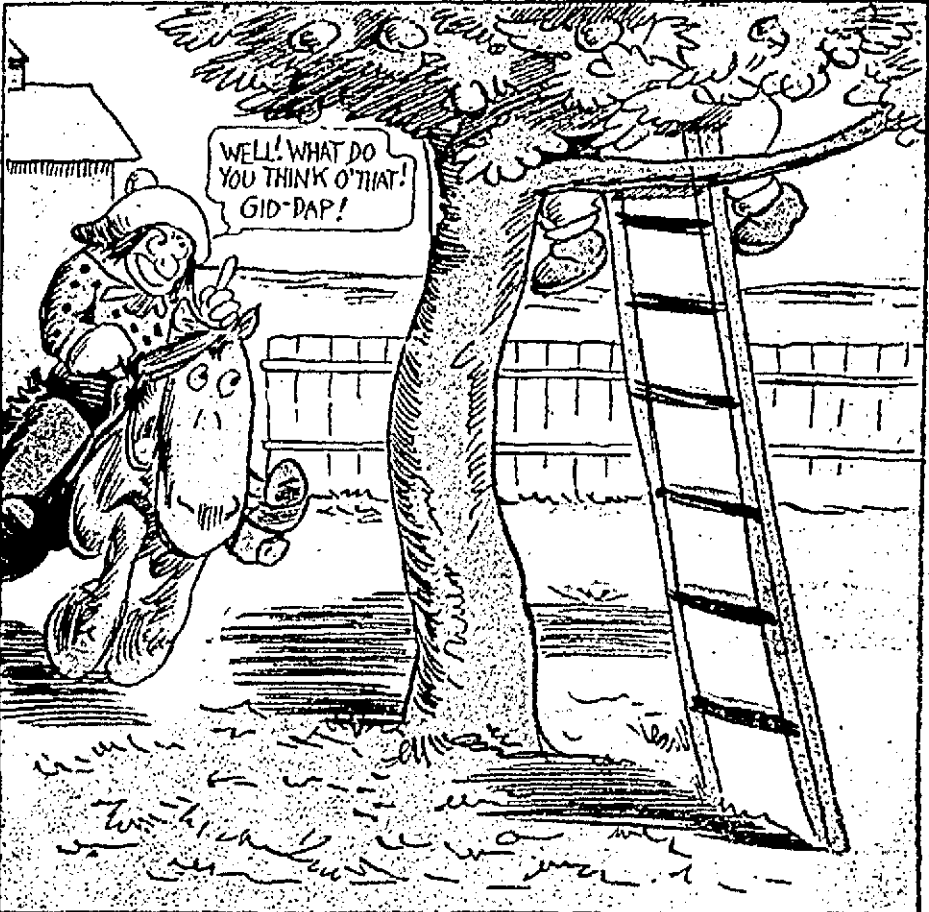
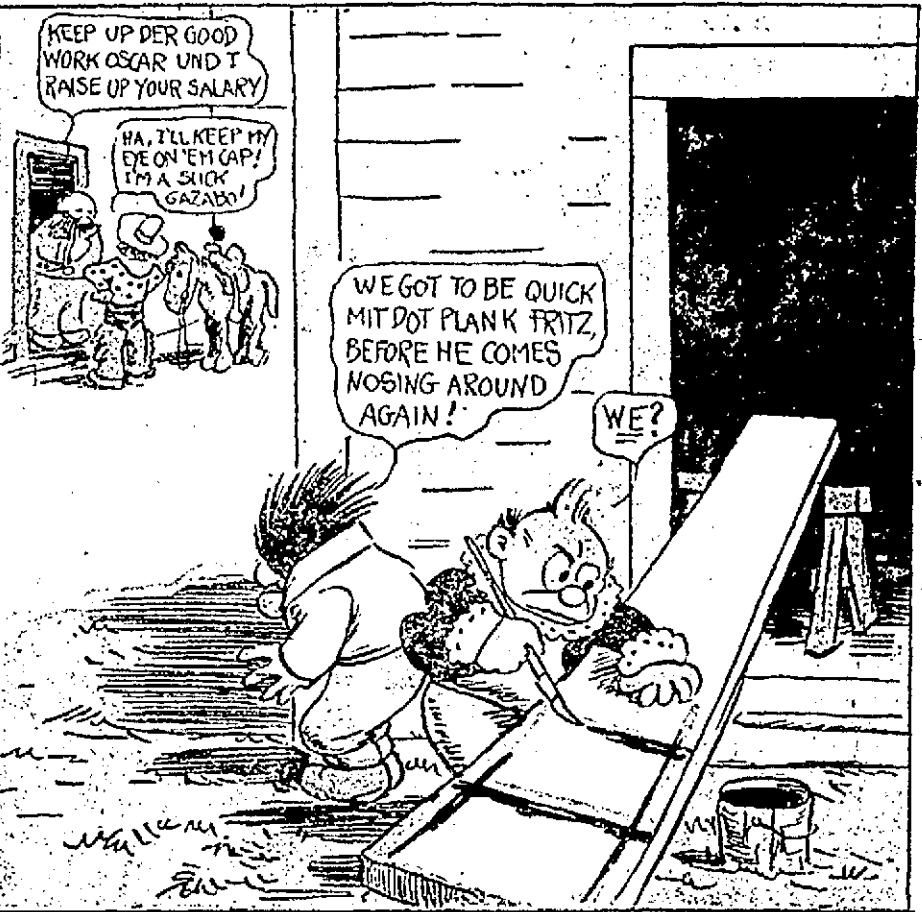
The fellow who urged his wife to take up the
game so that she would better understand
his enthusiasm — "Oh! Bob! You just have to
play with me now, I made the first nine in
132! Oh, I'm so enthusiastic!"

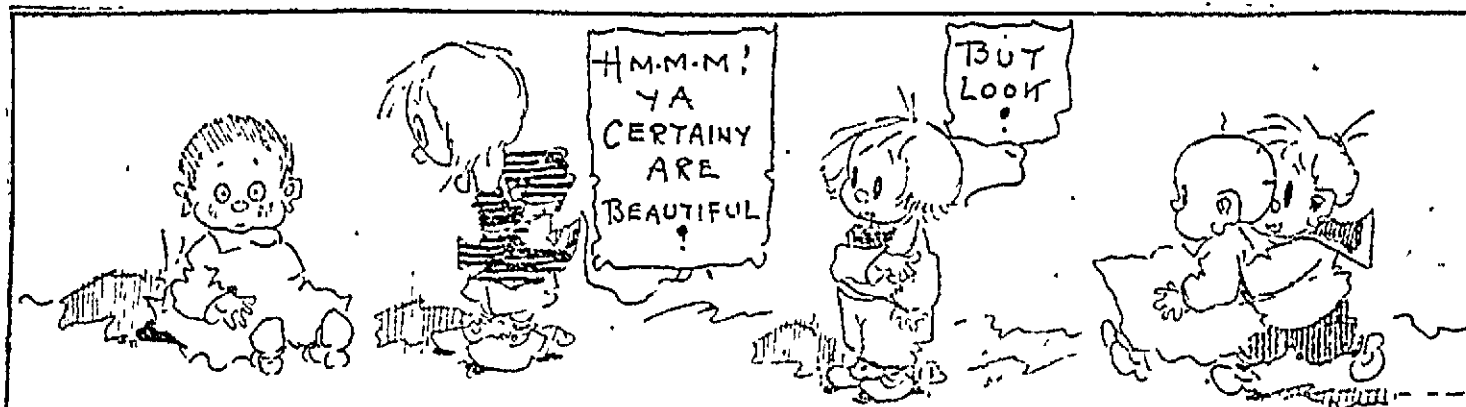
Sunday, September 7, 1919



THE KATZIES

What Looks Like a Ladder
Isn't Always a Ladder.

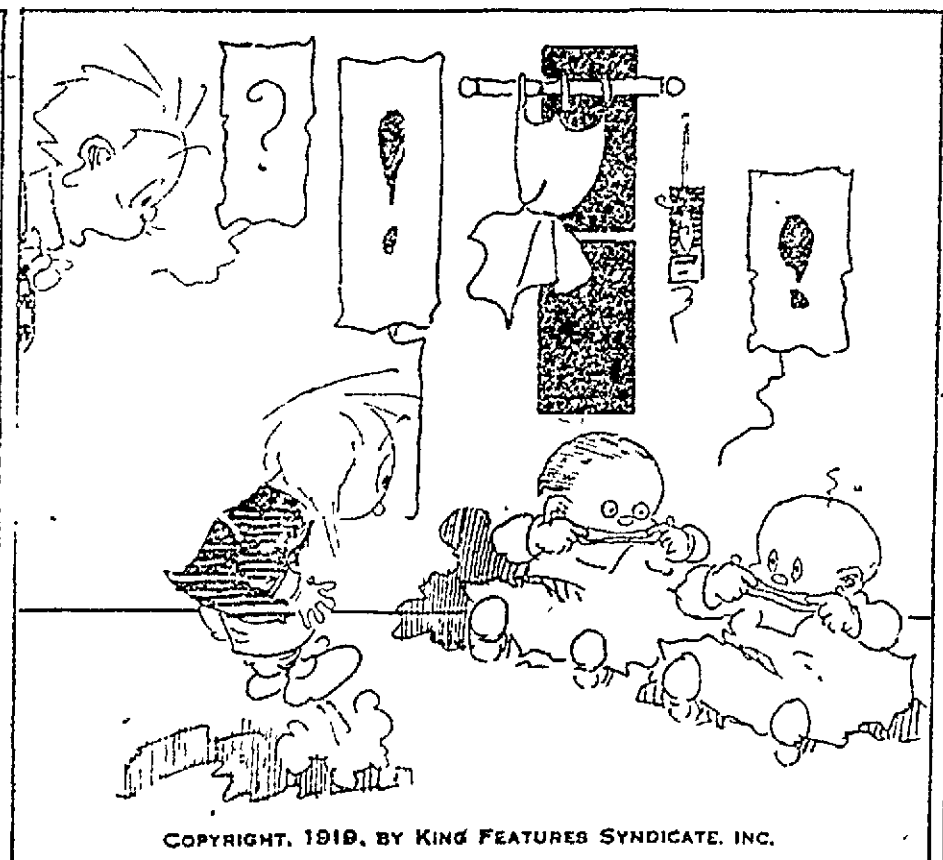
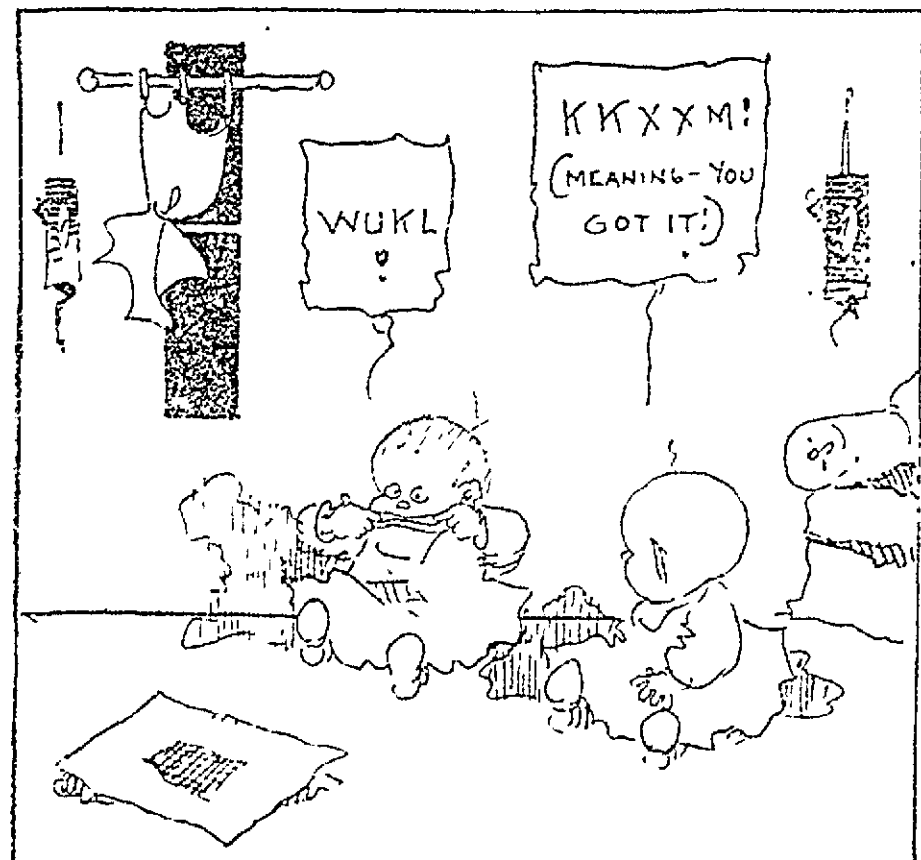
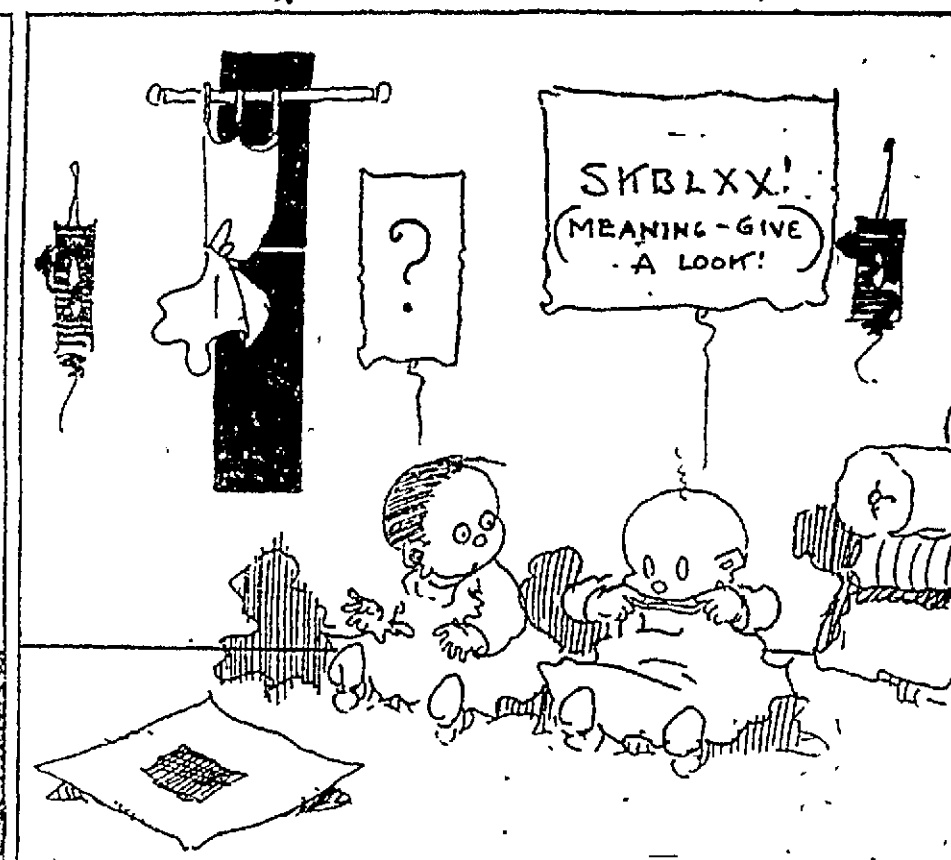
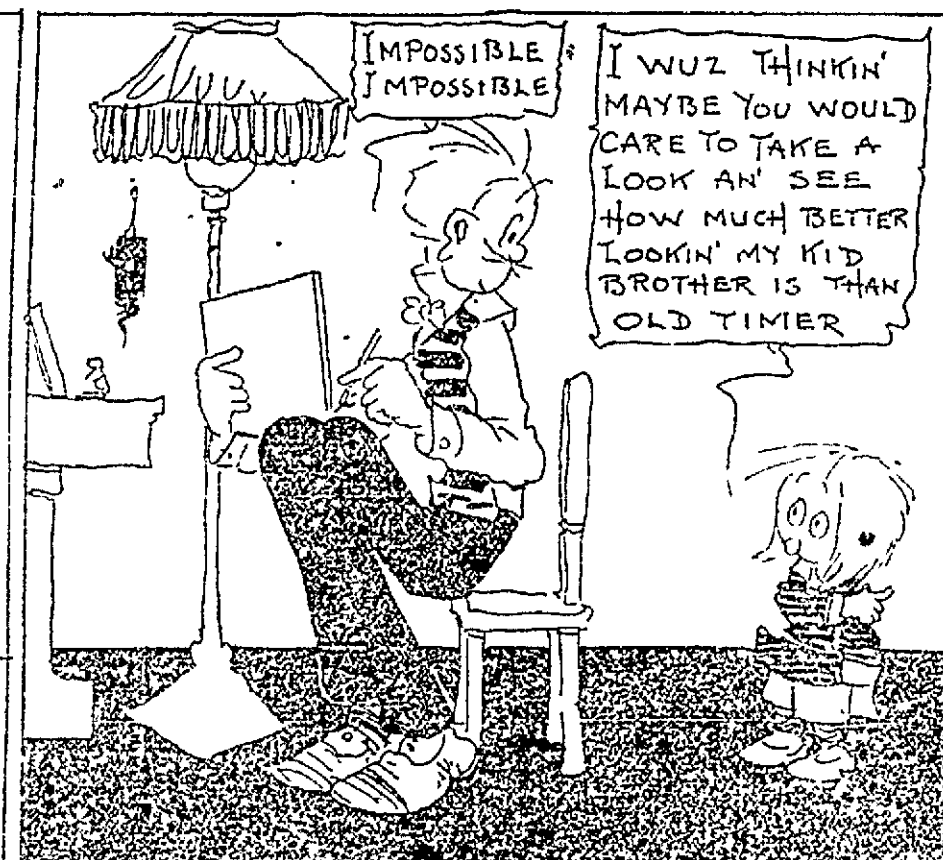
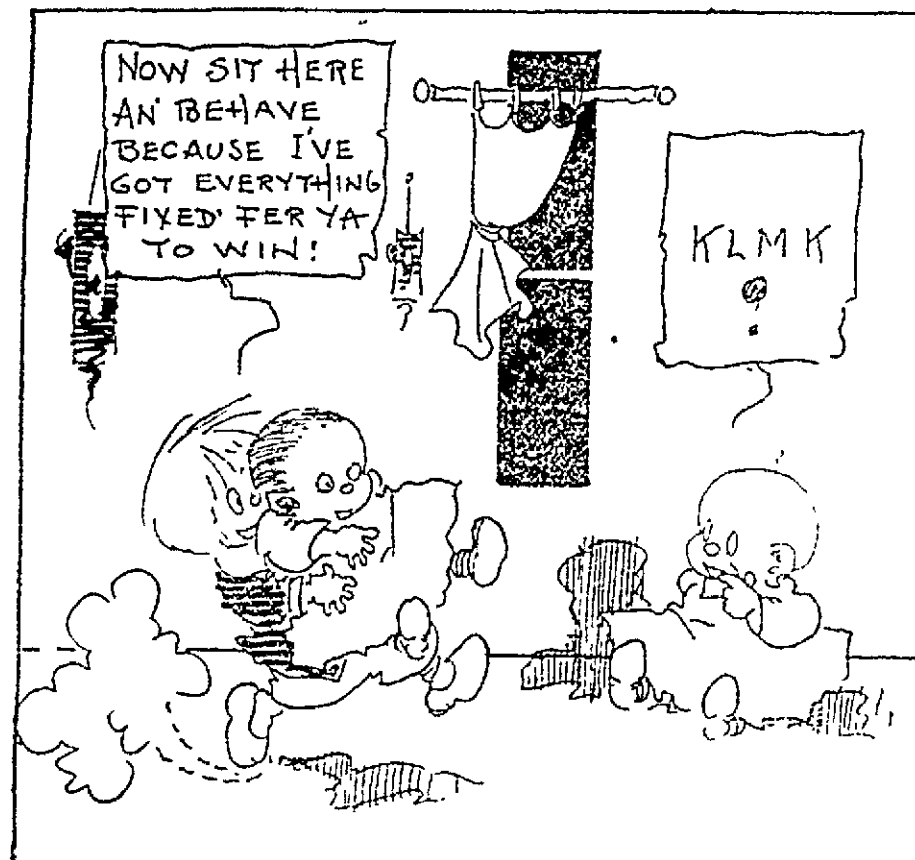
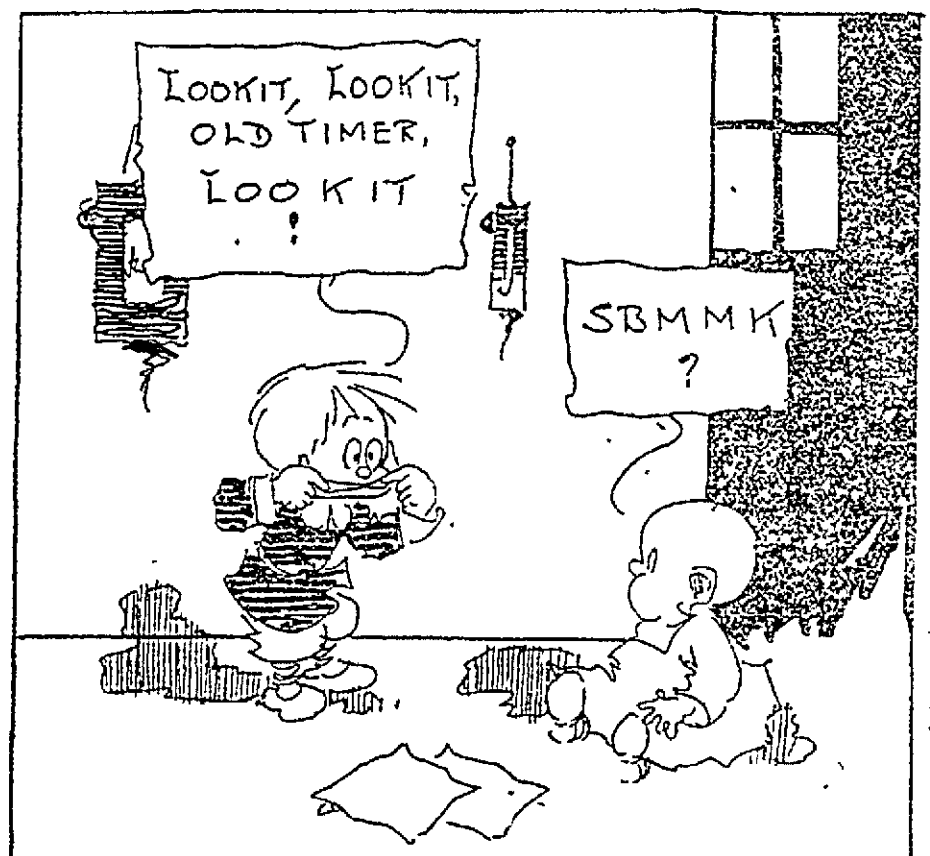
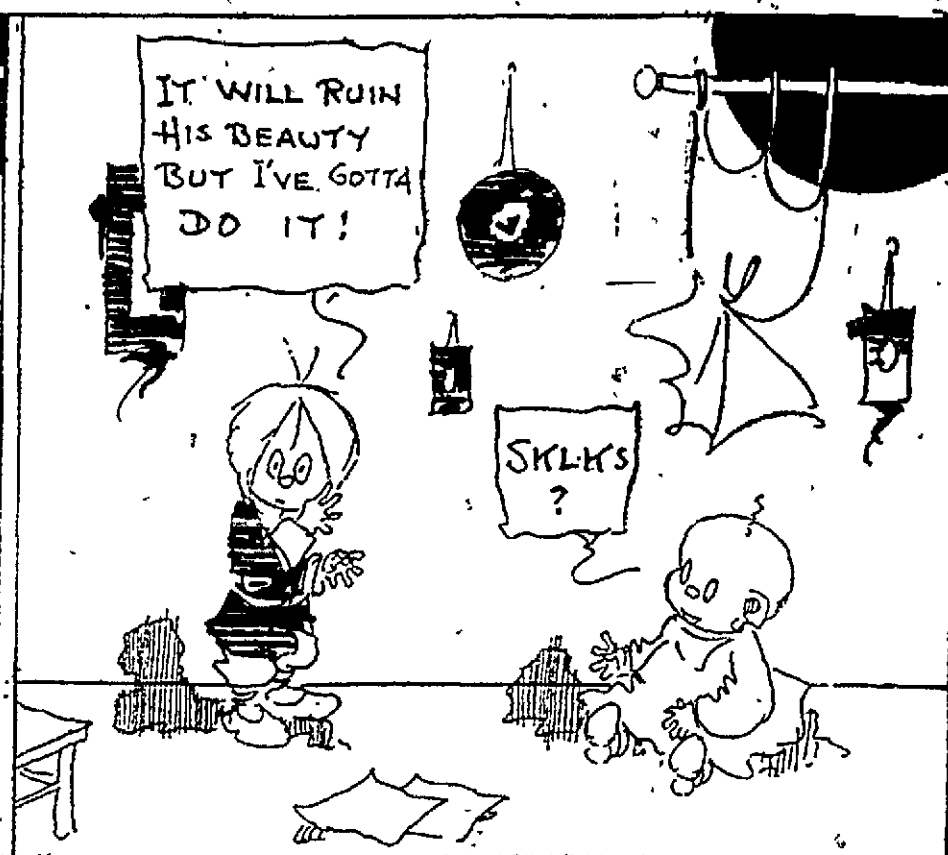
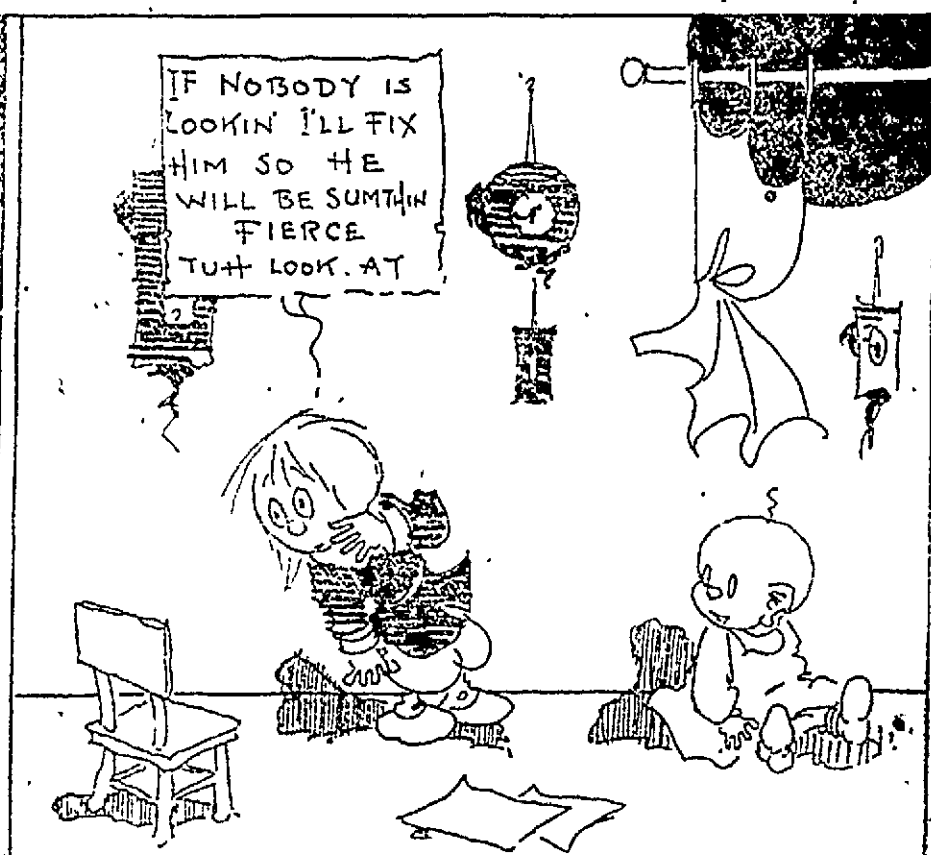
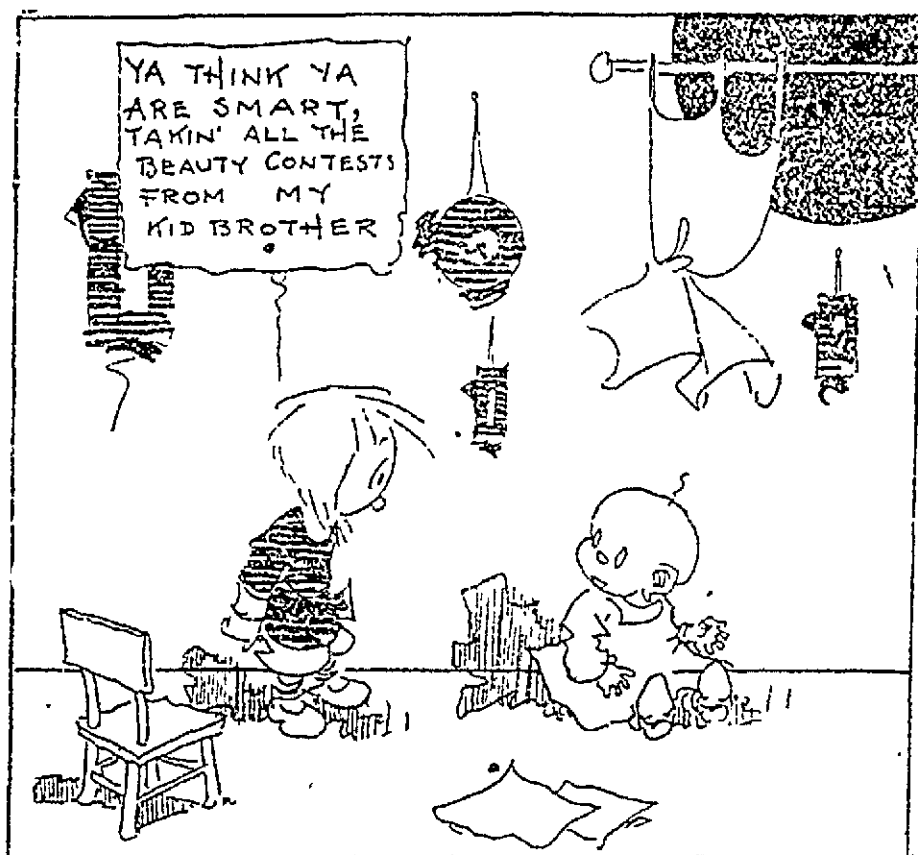




Say, Pop!

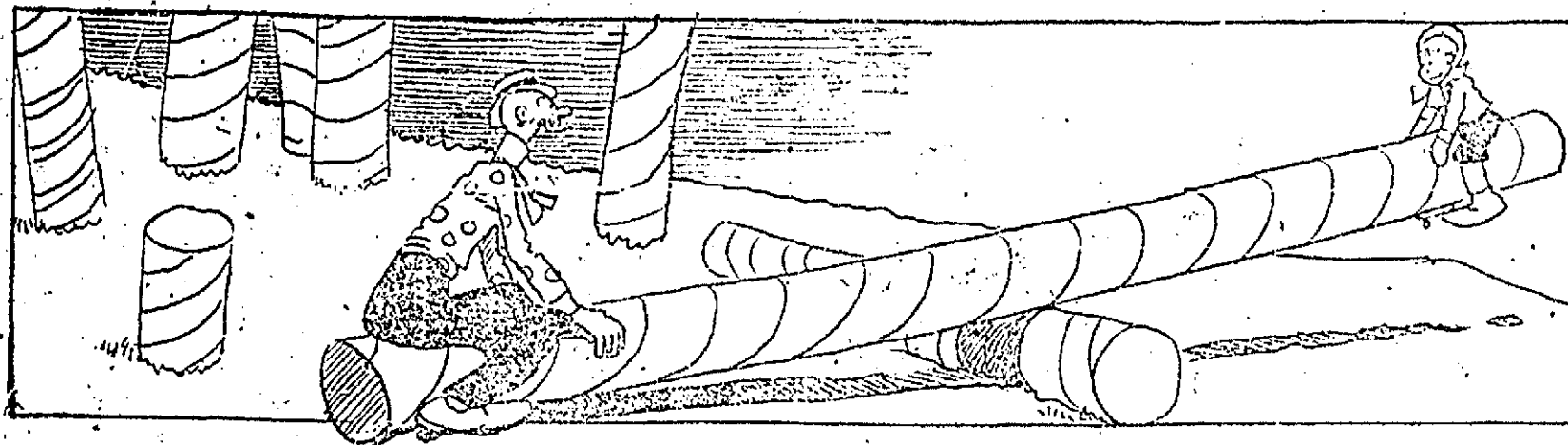
Ambrose's Trick Has the Same Effect On His Kid Brother.

By C.M. PAYNE



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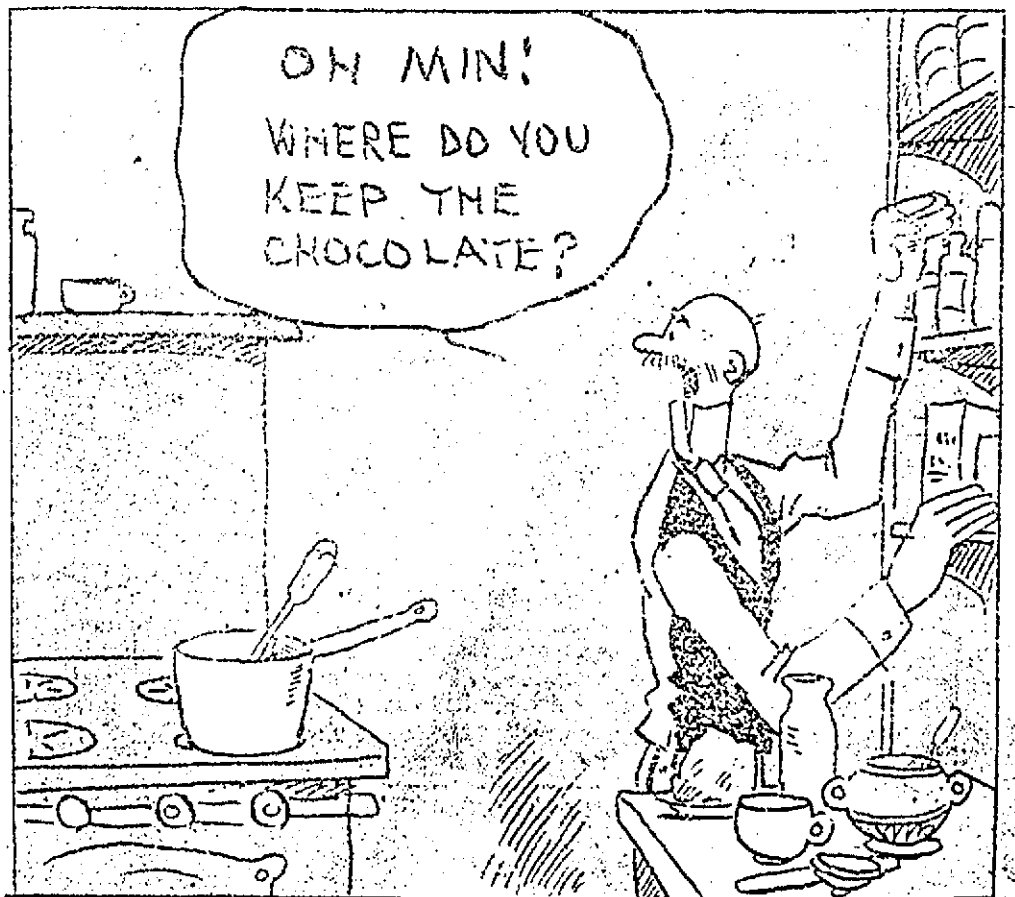
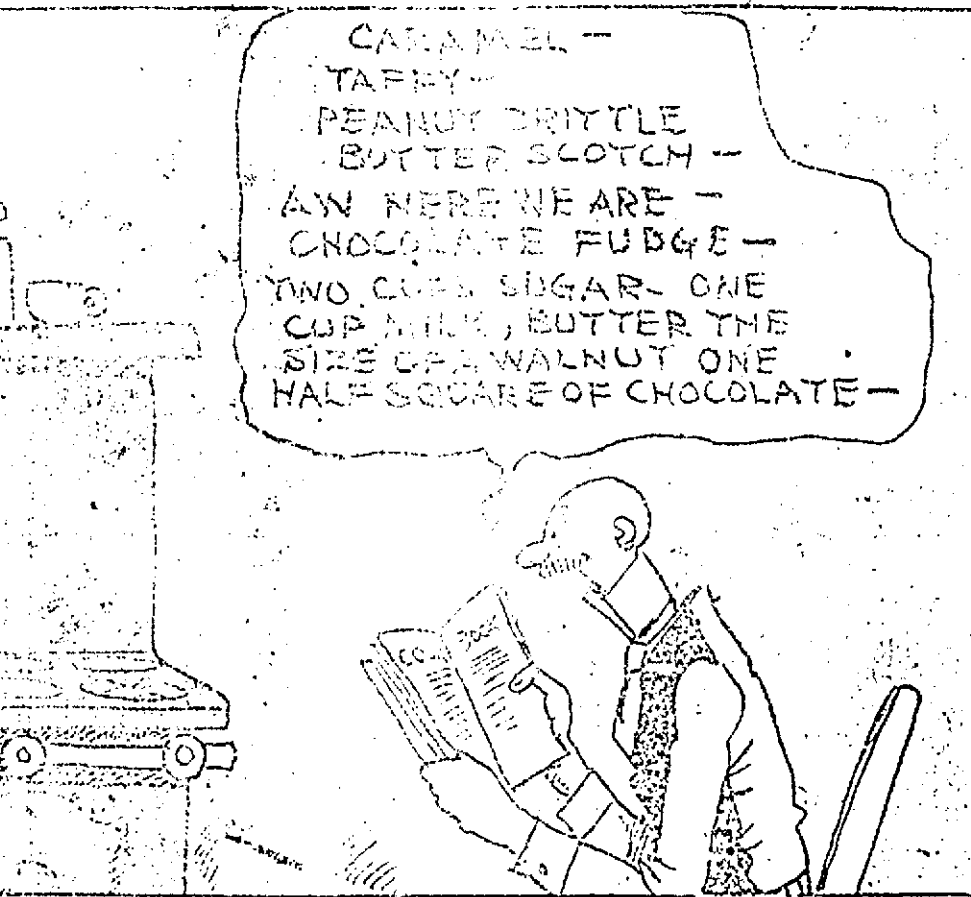
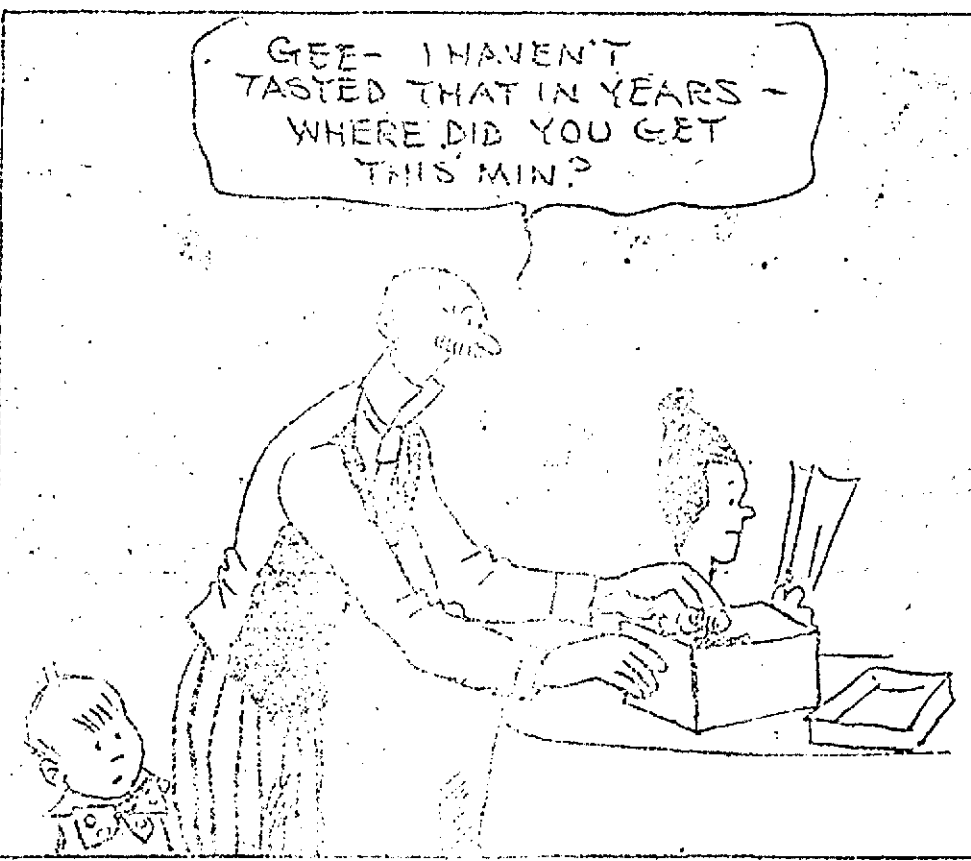
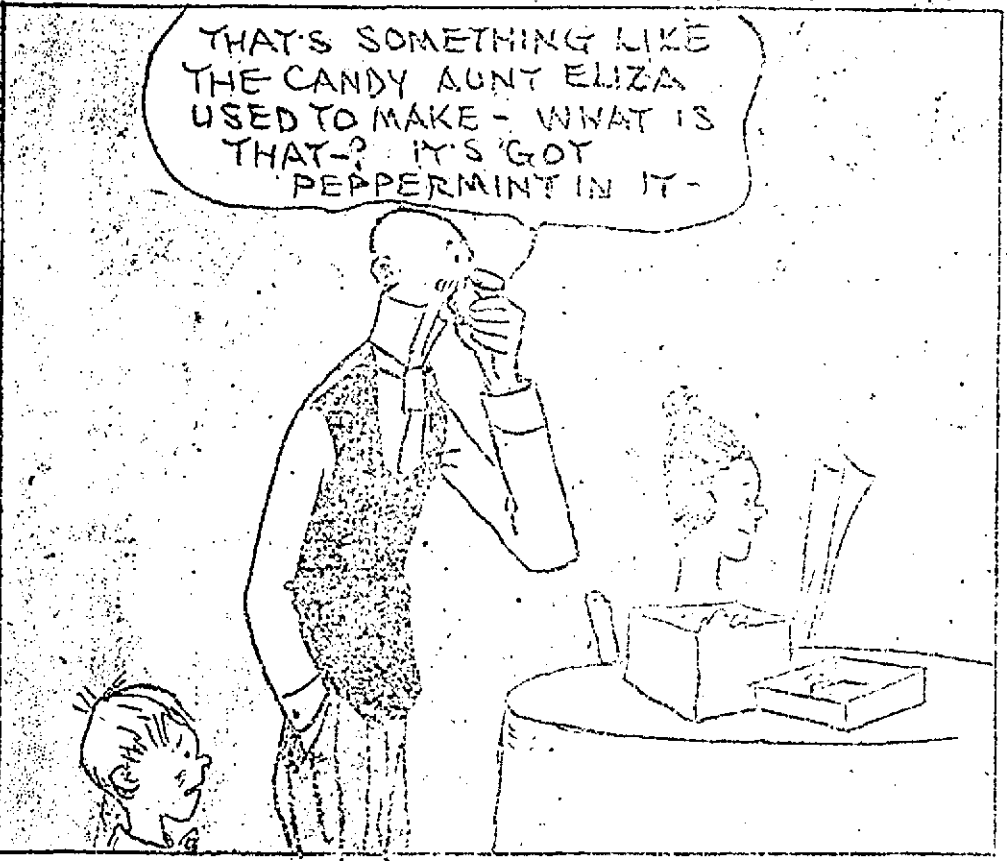
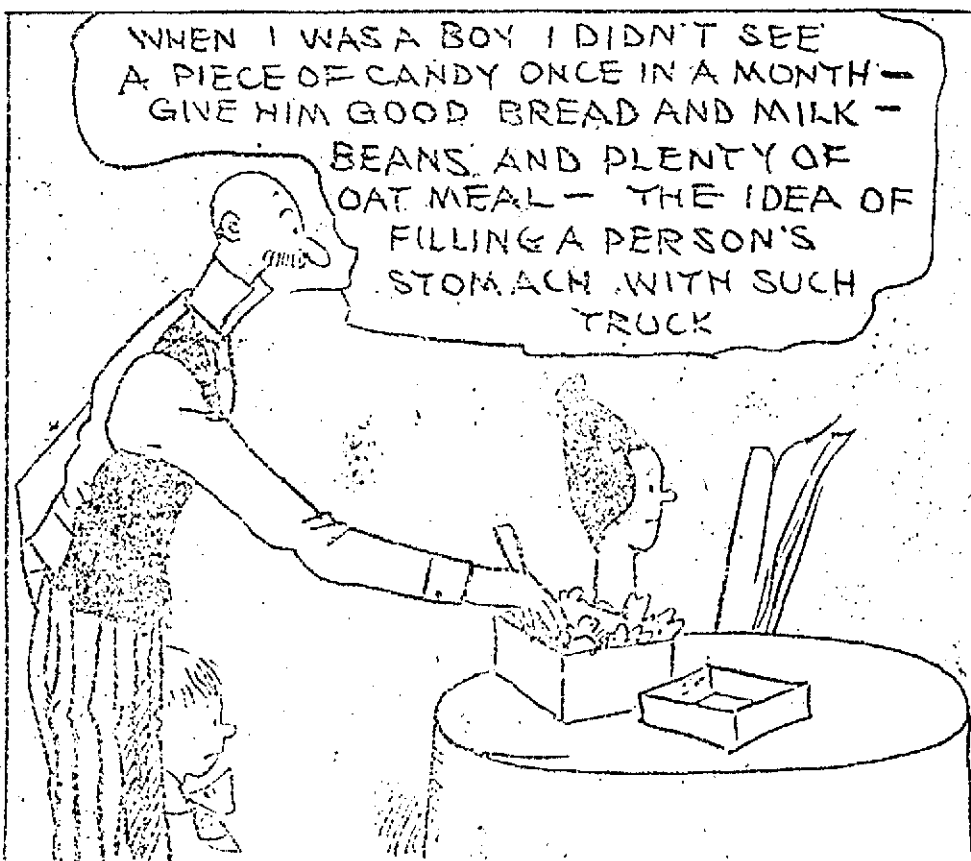
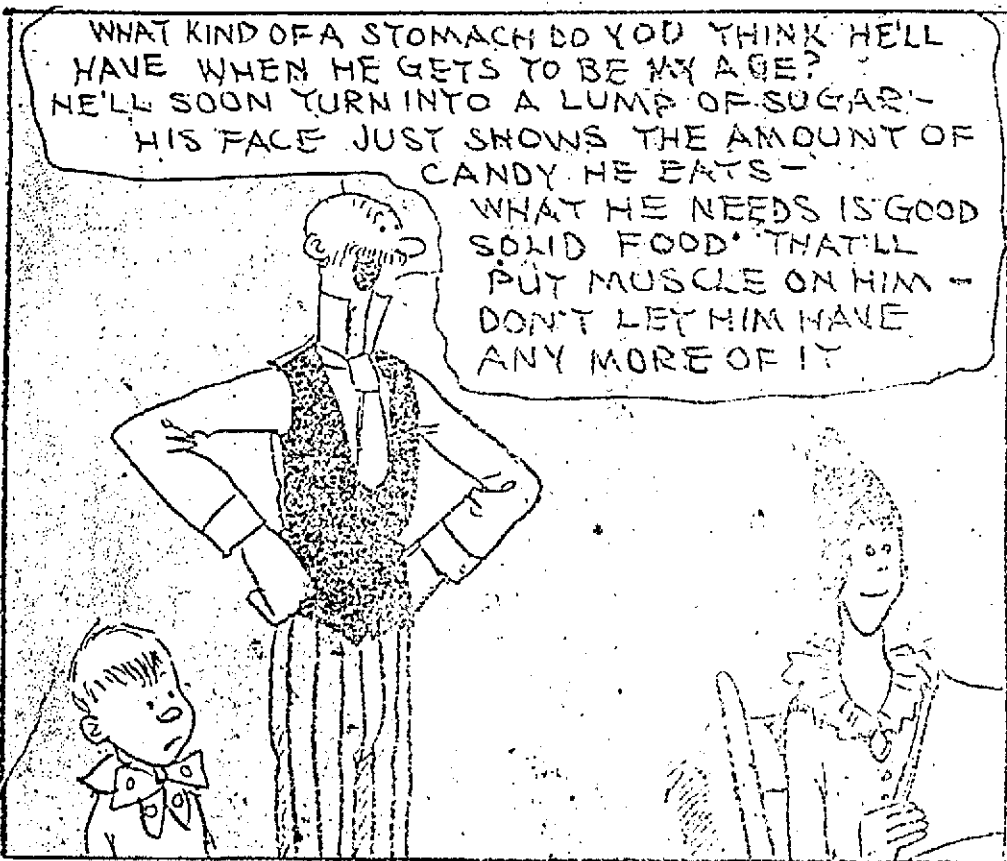
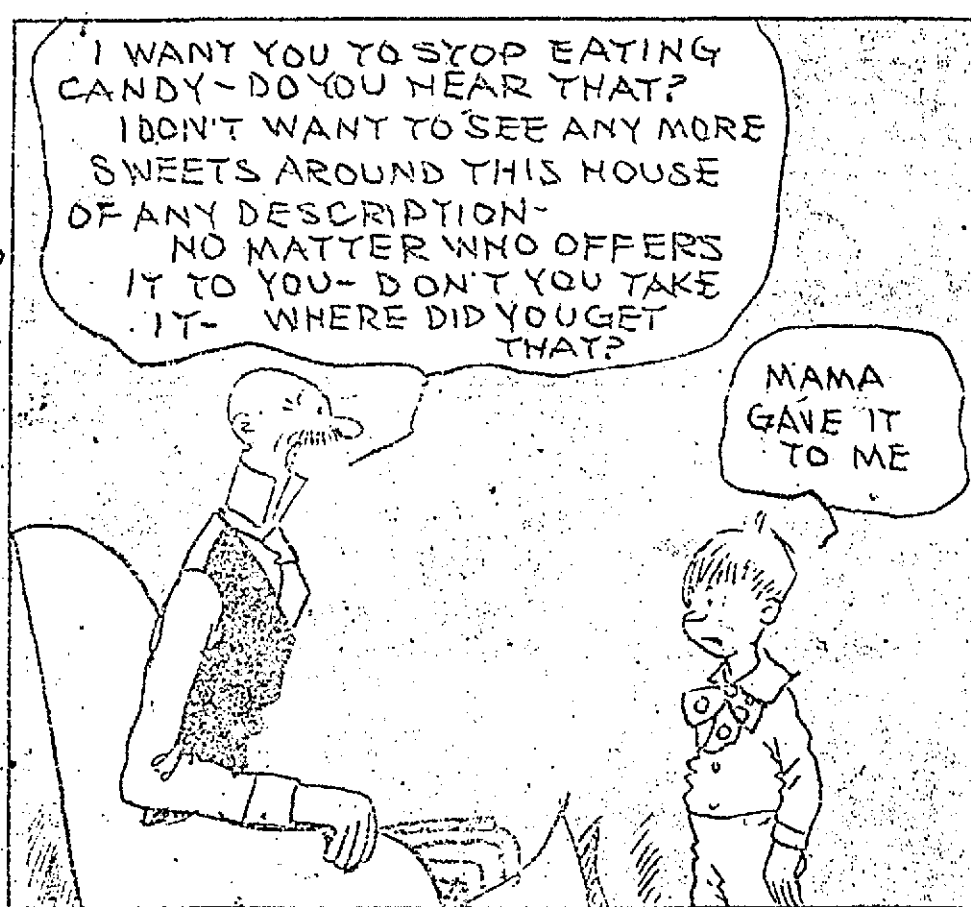
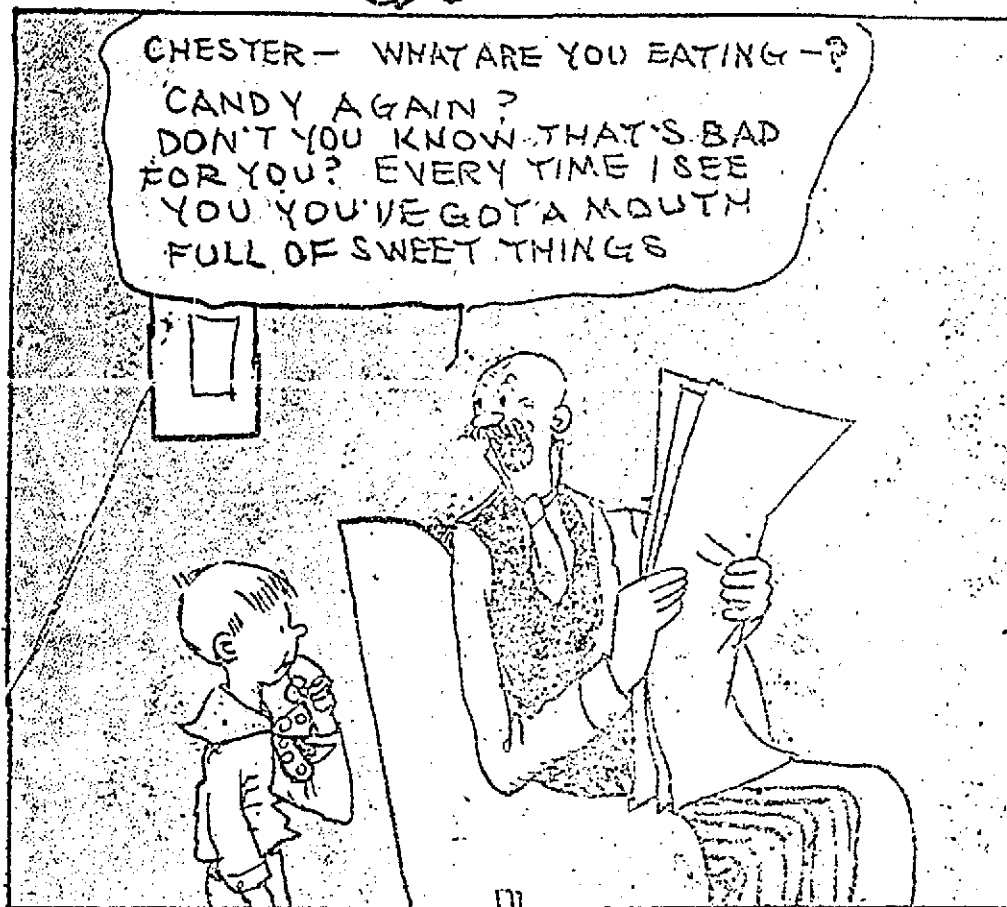




THE GUMPS.

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SIDNEY SMITH





Uncle Wiggily's Adventures

Copyright, 1919, by the McClure Newspaper Syndicate.

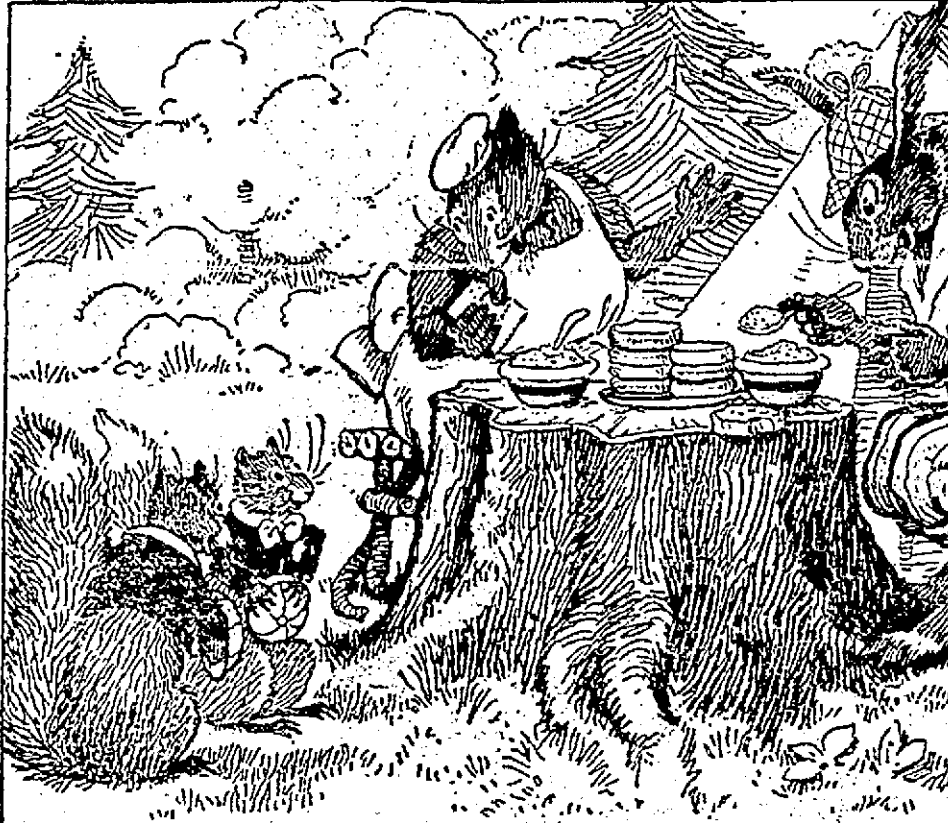
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Uncle Wiggily and Nurse Jane Went Camping in the Woods. They Dug a Big Hole and Covered It Over. Who Fell in? Look and See!

Text by HOWARD R. GARIS
Author of the Famous UNCLE WIGGILY BEDTIME STORIES
Pictured by LANG CAMPBELL



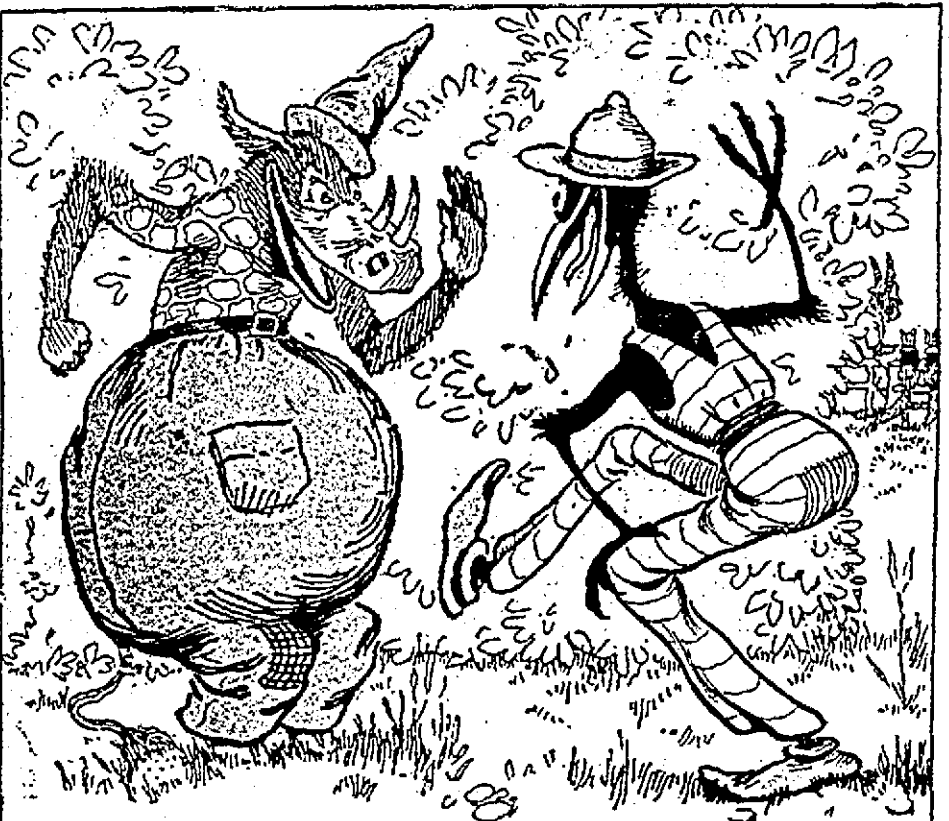
"Well, are you glad you are camping in the woods, Uncle Wiggily?" asked Nurse Jane Fuzzy Wuzzy, the muskrat lady, as she set the flat stump table ready for dinner. "Yes, I think it is very nice here," answered the bunny rabbit. "It's a bit lonesome, though. Not that you aren't good company, Nurse Jane. Far be it from me to say that! But we have so many nice things to eat that it would be fine if some of our friends happened in for lunch." Nurse Jane said she thought she heard some one coming through the woods... I hope it isn't the Pipsisewah."



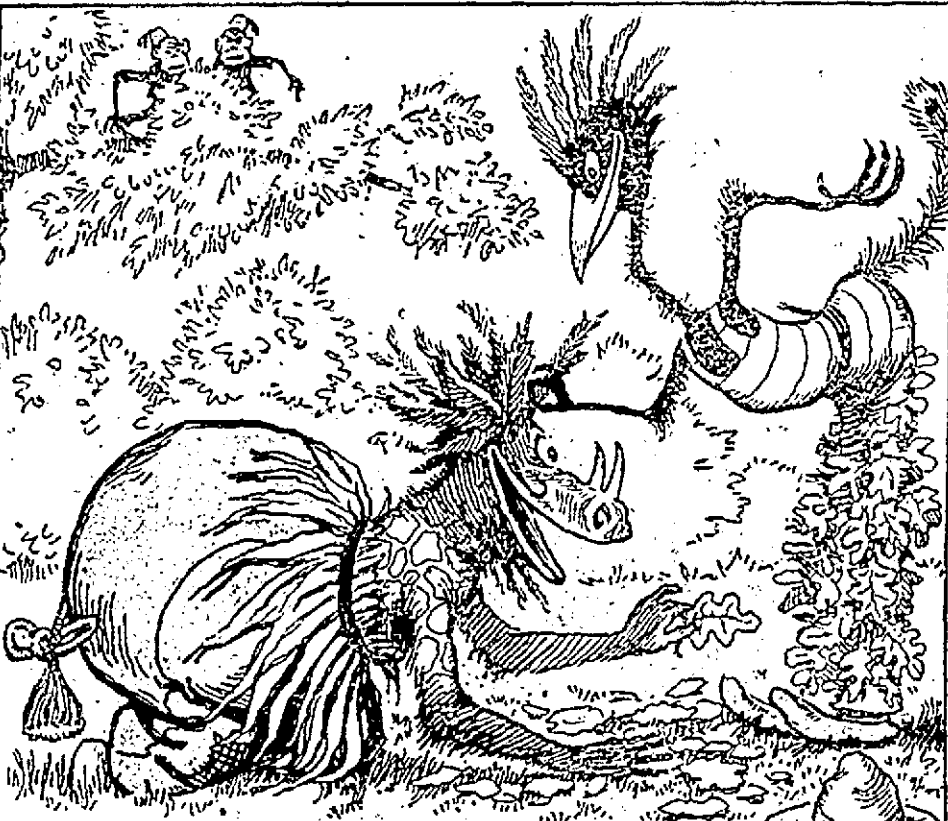
"Well, here are my friends Johnnie and Billie Bushytail!" cried Uncle Wiggily in his most jolly voice, as he twinkled his pink nose. "I was just wishing we had company for dinner, my little squirrel chaps," he went on, "and here you are! Sit right up and have some nut pudding!" Nurse Jane, too, was very glad to see Johnnie and Billie. "Are you going to camp here very long, Uncle Wiggily?" asked Johnnie. "Oh, just for a few days," answered the bunny. "I may stay longer if the Pipsisewah and the Skeezicks don't bother me."



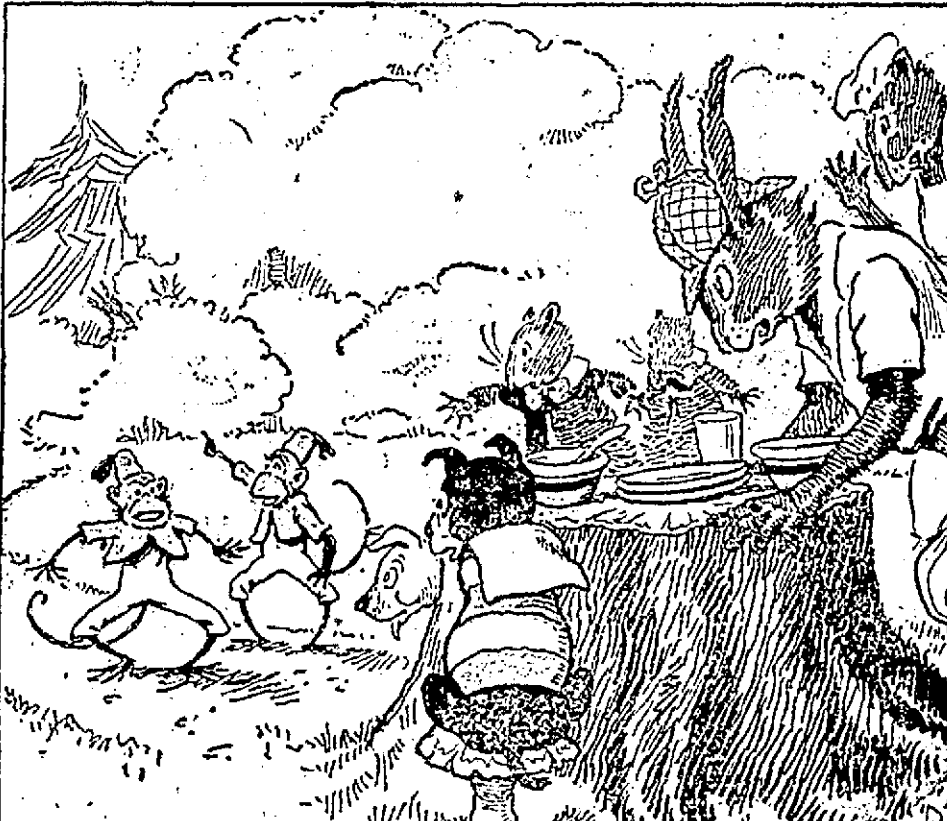
"Well, this seems to be visiting day at our camp!" laughed Uncle Wiggily, as he looked up and saw Jackie and Peetie Bow Wow, the two little puppy dog chaps, standing near the table in the woods. "I am very glad to see you, Jackie and Peetie! Find yourselves some toadstools for chairs and have lunch with us." Johnnie Bushytail passed his brother Billie a plate of chocolate cake. "Will there be enough for us to eat?" asked Jackie Bow Wow. "Oh, plenty!" answered Uncle Wiggily. "It's just like a surprise party. Fill their plates, Nurse Jane!"



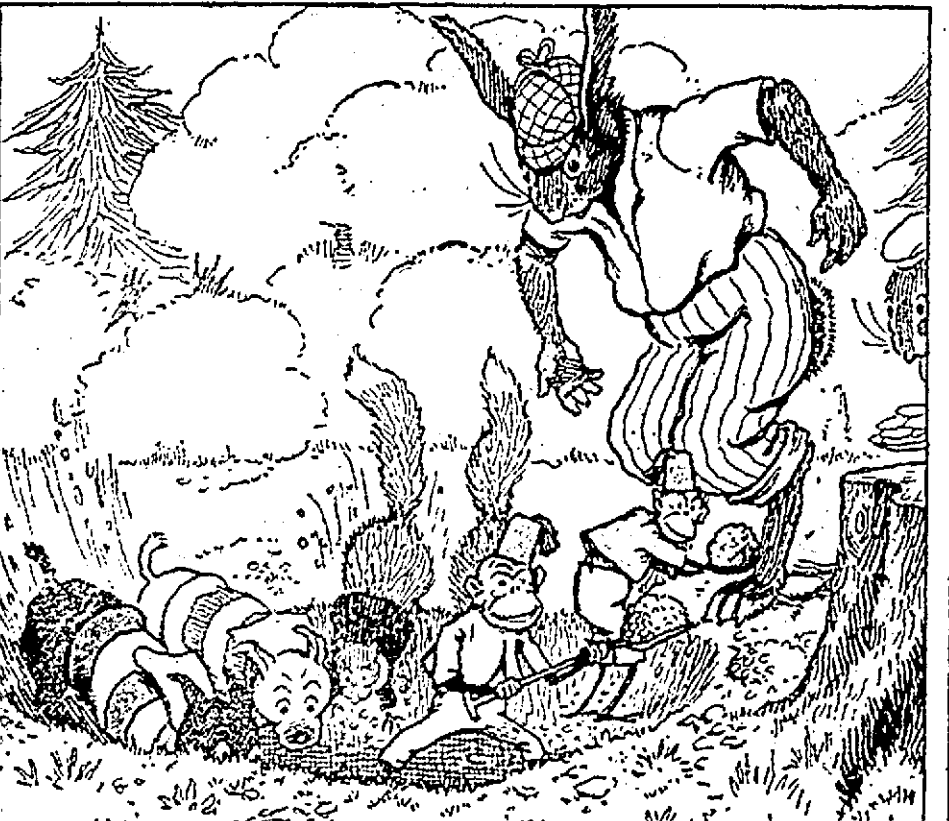
While Uncle Wiggily and his friends the squirrels and the puppy dog boys, were having such a good time near the bunny gentleman's camping tent, the bad old Pipsisewah and the Skeezicks were whispering together in another part of the woods. "This is the best chance we ever had to catch Uncle Wiggily," said the Pip. "How can we do it?" asked the Skee. "We'll make believe we're a new kind of animals," said the Pip. "We'll paste a lot of birds' feathers and leave on us, with sticky pine tree gum, and sneak up to the camp quiet like."



"Stick some more of the feathers around my ears," spoke the Pipsisewah to the Skeezicks, as they tried to make themselves look like some new kind of animals. "Yes, and will you fasten some more leaves around my legs," said the Skeezicks. "I want to make them look fatter." Up in the tree overhead, Jacko and Jumbo Kinkytail, the two nice monkey boys, heard and saw all that the Pipsisewah and Skeezicks were up to. "Uncle Wiggily will invite us to lunch," said the Pip, "and then we'll grab him and bite his souse." Let's see now!



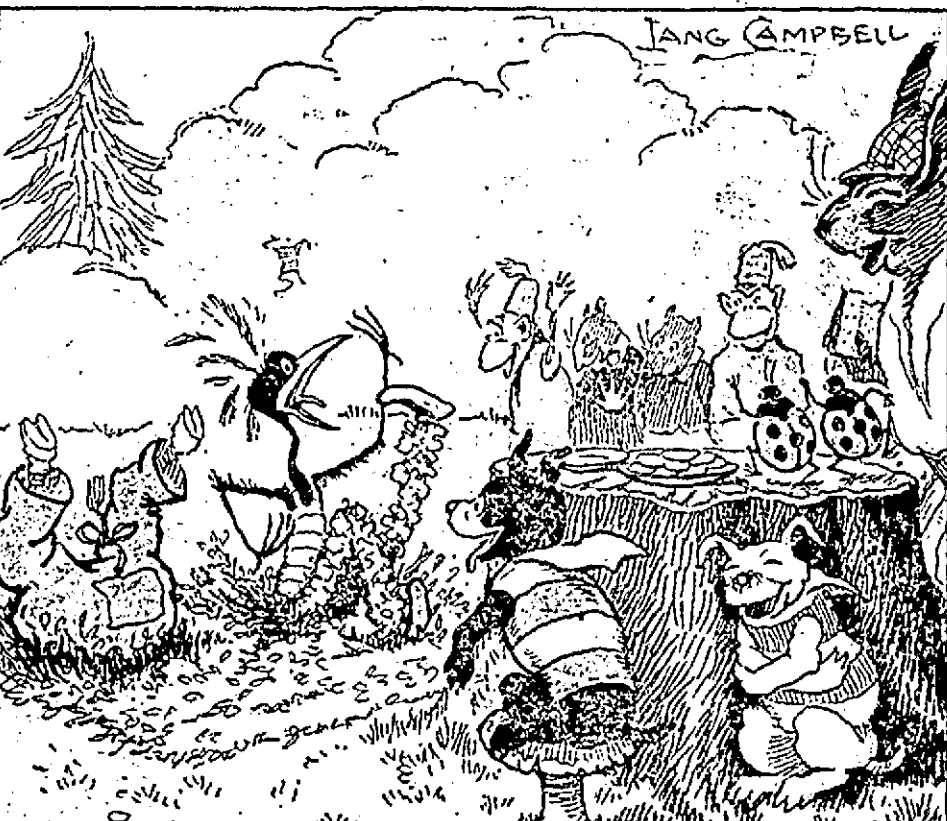
"What's this you say?" cried Uncle Wiggily, as Jacko and Jumbo Kinkytail, the monkey boys, came hurrying up to the rabbit gentleman's camp. "You say you saw the Pipsisewah and Skeezicks sticking feathers and leaves on one another?" Jacko and Jumbo said that was just what they had seen. "We hurried here to tell you," chattered Jacko. "Now if we all dig a big, deep hole in the path in front of your camp, and cover the hole with branches and leaves, the Pip and Skee will break through and fall in when they come along. We'll trap them easily!"



"Hurry, boys!" cried Uncle Wiggily, as his friends the squirrels, puppy dogs and monkeys made the dirt fly. "Dig the hole good and deep so the Pip and Skee can't get out, once they fall in. I'll gnaw down some green branches to cover over the hole as soon as you have dug it." Nurse Jane began to put more things to eat on the table. "We will make it look natural, so we can fool those bad chaps," she said. "We'll all sit down and pretend to be eating when they come along," spoke Uncle Wiggily. The Pip and Skee were almost there.



"Here they come!" whispered Nurse Jane to Uncle Wiggily, as the bunny rabbit and his friends sat down to the stump table again. "Yes," answered the bunny. "Make believe we don't know them." Up the path, where the big hole had been dug and covered over, came the Pipsisewah and the Skeezicks, pretending they were a different kind of animals. "Is this Uncle Wiggily's camp?" asked the Pip, trying to talk like a nice old gentleman mud turtle. "Yes," answered the bunny. "Well, we're some new animal friends of yours," said the Skeezicks.



"Oh, ho!" cried Uncle Wiggily, as the Skee and the Pip stepped on the thin covering of leaves and branches over the hole and fell through. "So you are new animal friends of mine, are you? Well, I suppose you just dropped in to lunch!" And as the two bad animals fell into the hole, which was very deep, Jacko Kinkytail cried: "Yes, they dropped in all right. Oh, indeed! They dropped all the way in!" And the Skeezicks and the Pipsisewah, as their stuck-on feathers and leaves fell off, cried: "Oh, wow! Fooled again!"

And if the umbrella doesn't turn inside out and hide in the bathtub when the rubber boot wants to go out and play in the rain, the next pictures and story will be about UNCLE WIGGILY GOING TO SCHOOL.

